

Working closely with engineers key to success

Tanker Operator spoke with Ecochlor about the recent changes made to the Ballast Water Convention, especially regarding the move towards D-2.

After a period of using the Ecochlor BWMS system, customers are for the most part moving away from ballast water exchange and using the treatment system, Ecochlor explained.

However, this does depend on shipping routes, as some vessels have used the system regularly since it was installed.

Ecochlor's team is working closely with clients and prospective customers to provide them with the most reliable, simple to use ballast water management system, along with an unmatched service programme.

Around 75% of clients are shipowners who have used other treatment technologies and are now retrofitting their ship with an Ecochlor BWMS, the company claimed.

Answering the question as to how the surveying and certification is undertaken, Ecochlor said it has in-house engineers that work closely with third-party marine engineering and naval architect firms, which have experience working with an Ecochlor BWMS.

Training offered

In addition, training is offered at the company's new International Training Centre, for engineering firms, shipowners' engineers and superintendent that are unfamiliar with the system.

Ecochlor installed its first BWMS in 2004 and with this experience has come an understanding where issues are likely to occur and thus work together with the shipowners' engineering team to ensure systems are installed correctly and in a timely, cost-effective way.

The company further explained that the manufacturer was not expected to participate in the BWMS commissioning testing but this would be handled by an outside testing facility and reviewed by class prior to commissioning certification.

As to the current market for BWMS, Ecochlor said; "Everyone is very busy, we are seeing a lot of shipowners trying to compress the timeline for system delivery

and drydock schedules.

"The retrofit market is expected to triple in 2022 – the desired shipyard, or experienced integration engineering firms are already experiencing full order books and sometimes cannot accommodate the shipowners requests. Class is also busy and the expectation is there will be delays in

approvals.

"We would recommend that shipowners with IOPPs in 2022 should be actively locking in their BWMS, the integration engineering firm and scheduling drydock time to ensure that they are in compliance for their vessels," Ecochlor concluded.



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ecochlor
Ballast Water Management System



"The Ecochlor system has worked well for us... it uses an almost negligible amount of electrical power and works effectively in all water conditions, including the sediment filled, biologically saturated waters off Chittagong, Bangladesh. Ecochlor has shown their commitment to our system by reliably providing support, scheduled service and chemical resupply as needed."
- Chief Engineer, BWMS Retrofit 2005

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