

Ecochlor service plan key to BWMS success

US-based Ecochlor continues to rack up orders for installation of its BWMS (Ballast Water Management System) system on mid- and large-size vessels belonging to blue-chip owners, the latest being Euronav which has ordered seven BWMS units to be retrofitted on suezmax and VLCC tankers, with an option for 30 more between 2020-2024.

The Ecochlor BWMS uses a two-step treatment process to treat ballast water – filtration followed by chlorine dioxide. The system's effectiveness is said not to be impaired by variations in salinity, temperature, turbidity, organics, and vibration, also requiring no treatment or neutralisation on discharge.

An after-sales service plan for every Ecochlor BWMS lasting the life of the vessel is said to be key to company's success. Ceo Steve Candito describes this as being 'completely different from any other BWMS maker [since] our business was founded as both a manufacturer and service provider.'

The service plan starts from the very first ballast operation and involves Ecochlor in direct communications with the vessel's crew, which Candito explains 'allows for early notification of equipment problems and allows us to resolve the issue before it becomes a problem. I am happy to say that 95% + of our systems are reported as in service and working.'

Ecochlor service technicians visit every ship with one of the company's systems twice a year for chemical resupply and during that time they perform a system 'health check' and provide some hands-on training to new crew members.



Jonathan Perlich, Chem Resupply Manager on a 'health check' for the chlorine dioxide generator during Chemical Resupply

In addition, following the commissioning and as part of our service package, Ecochlor provides a Vessel Delegate to assist with monitoring the ballast water treatment operations, handle any troubleshooting on the system, provide chemical resupply logistics and, if possible, attend any ship visits.

After every ballast operation on board the vessel the crew download and send the Vessel Delegate a Functional Monitoring Data Sheet (FMDS), which is automatically generated by the system; since this information is also required for the BWM Plan so does not require much extra effort on behalf of the crew besides the actual sending, says Ecochlor.

The FMDS provides critical information to the service team, such as the location and date of the last ballasting operation, various operational parameters and, importantly, monitors the amount of chemicals used during the operation including the amount currently available on board the vessel. This information is then incorporated into a Fleet Status Update



Tom Lillig, Ecochlor Service Team Singapore at Chemical Resupply

Report for regular review, and used by the Vessel Delegate to arrange the logistics involved with getting the chemicals on board the vessel, normally at a routine bunkering port.

When the chemicals arrive at the ship the Vessel Delegate takes care of all loading operations (except physical operation of the cranes), with the Vessel Delegate and the services provided with chemical resupply included in the cost of the chemicals.

Euronav procurement & logistics manager Zois Dagkaris confirms that 'the fact that the Ecochlor service technicians will be onboard our vessels approximately two times per year handling chemical resupply and their availability to provide preventative maintenance and supplemental crew training is considered a plus for ensuring proper functionality of the system and close follow-up.'

In late February, Ecochlor reported the opening of a new factory in North Haven, CT for production of the chlorine dioxide generator for its BWMS in order to meet to what it called 'a significant upsurge in orders.'

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