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## **GENERAL CIRCULAR**

**Tech - 2/2019**

**To: The Fleet**

### **Subject: Fitting of Scupper Plugs**

Dear Masters,

Before cargo handling commences, all deck scuppers and, where applicable, open drains on the jetty must be effectively plugged to prevent spilled products escaping into the water around the tanker or the terminal.

Accumulations of water should be drained periodically and scupper plugs replaced immediately after the water has been run off.

Product contaminated water should be transferred to a slop tank or other suitable receptacle. The tank pressure should be reduced to facilitate draining, if necessary

Suitable scupper plugs shall be used in" the expansion-type oil resistant rubber-mechanical scupper plug".

As a company's standard, the main deck scuppers, after being fitted tightly in place, shall be further sealed with temporary putty. This is a further preventive measure, in case of improper surface / sealing of scupper opening.

If rainwater collects on the aft main deck, the rainwater may be released through the aftermost scuppers after carefully checking and confirming that No Oil water or Traces of Oily sheen is mixed with the rainwater.

Such draining in port shall be carried out only after Loading Masters permission, bearing in mind the above.

Oil absorbent pads should be used as a precautionary measure, when draining rain water in port. Personnel shall continuously attend such operation and after completion, confirm with the Chief-officer the final status of scupper.

Also Siphon Line, if applicable, between Main deck cargo area to Accommodation area is to be used for draining effectively.

However, if collected water is contaminated with oil, or if terminal refuses to let the water through the scupper, then suitable means such as oil catcher (oil absorbent pads) to clear such oily sheen should be used to the satisfaction of the terminal representative.

**Technicals**  
**Maritec Tanker Management Pvt. Ltd.**