

DESCRIPTION OF SMM OIL RECORD BOOK TRAINER SOFTWARE

BRIEF DESCRIPTION

ORB Trainer is the most complete and easy-to-use software assistant for creating valid entries for Oil Record Book – Part I (Machinery Space Operations), in compliance with MARPOL requirements. The application is based on IMO's guidance, for the recording of operations in the Oil Record Book Part I (Machinery Space Operations). Combining a clean, easy to use interface and a perpetual check of the remaining on-board quantities for tanks included in vessel's IOPP Certificate, ORB Trainer simplifies the creation of the desirable ORB entries while making sure they are valid.

Features of Oil Record Book Module for vessel and office application:

- Check of coordinates against **Special Areas** (ie. OWS) & **SECAs** (ie. Incinerator)
- **Automatic synchronization** of data between vessel and office
- **Audit Log-Trail** for all Users' activities
- Restrictions in **Disposal Methods** of Oil Residues
- **Sludge Production** Check against **Daily Fuel Oil Consumption**
- **Statistics Figures**

Benefits of Oil Record Book Module for vessel and office application:

- **Automatic corrections** for Trim/Heel/Density/Temperature.
- **Improved efficiency** of operations, judgement and communication.
- **Timeline of all the recorded ORB Operations**
- **Clarity & Transparency** based on official shipyard's documentation endorsed by SMM (UK) Ltd. as 3rd party.

FREQUENTLY ASKED QUESTIONS

1. How the crew familiarization is achieved?
 - a. Manual is incorporated in each Program with detailed & extensive Instructions
 - b. Distant Training
 - c. Direct Replies to Email of Masters / Chief Officers / Chief Engineers with Cc to your good Company
 - d. User Friendliness of Software Interface with a brief description of required actions
2. How we can we handle tiresome ISM / SMS Amendments for alignment with this SMM Product?
 - a. SMM Software is tailored to your company's policy/S.M.S. meaning minor ISM/SMS alterations.

- b. Just a quick reference to the SMM Software in place and their Manual Contents in ISM is, often, common and effective practice for the majority Shipping Companies.
3. Relative requirements of Programs (hardware, software, data exchange if any)
 - a. Light, server-based application running exclusively on Windows operating system environments
 - b. SMM Software can be operated by multiple users (clients) on a network
 - c. Sync Mechanism requires email access or *data import path* for the whole fleet or a desired path for each vessel.
 - d. Possible export in desired editable format, upon discussion and analysis.

SCREENSHOTS

Please see below **Screenshots**:

The screenshot displays the 'Oil Record Book Part 1 (ORB)' software interface. The main window shows a table of operations with columns for Date, Code, Item, Record of Operations, Entry Status, and Remarks. The table contains entries for various tank operations on 20th, 13th, and 10th November 2017. On the right side, there is a sidebar with buttons for 'Actual Quantities', 'Machine space operations...', 'Update/Check Actual vs Expected Quantities', 'Warning...', and 'IOPPC Tank details and settings...'. The SMM logo is also visible in the sidebar.

#	Date	Code	Item	Record of Operations	Entry Status	Remarks
1	20NOV-2017	F	19	11:13HRS		
			20	11:13HRS		
			21	REASON FOR FAILURE: BOLLFILTER		
			Entry added by: Demo User (CHIEF ENGINEER)			
2	13NOV-2017	C	11.1	INCINERATOR SERVICE TANK (FR 14 - 15, ER CASING, UPPER DECK, STARBOARD)	✓	
			11.2	2.00M3		
			11.3	1.90M3		
			Entry added and closed by: Demo User (CHIEF ENGINEER)			
3	13NOV-2017	C	11.1	INCINERATOR SETTLING TANK (FR 14 - 15, ER CASING, UPPER DECK, STARBOARD)	✓	
			11.2	2.00M3		
			11.3	1.15M3		
			Entry added and closed by: Demo User (CHIEF ENGINEER)			
4	13NOV-2017	C	11.1	SLUDGE TANK (FR 33 - 45, PORT SIDE)	✓	
			11.2	16.10M3		
			11.3	15.00M3		
			Entry added and closed by: Demo User (CHIEF ENGINEER)			
5	13NOV-2017	C	11.1	WASTE OIL TANK (FR 20 - 37, PORT SIDE)	✓	
			11.2	40.30M3		
			11.3	47.00M3		
			Entry added and closed by: Demo User (CHIEF ENGINEER)			
6	13NOV-2017	C	12.3	0.10M3 SLUDGE FROM INCINERATOR SERVICE TANK (FR 14 - 15, ER CASING, UPPER DECK, STARBOARD); 1.90M3 RETAINED BURNED IN INCINERATOR FOR 5.0HRS	✓	
			Entry added and closed by: Demo User (CHIEF ENGINEER)			
7	10NOV-2017	C	11.1	SLUDGE TANK (FR 33 - 45, PORT SIDE)	✓	
			11.2	16.10M3		
			11.3	14.50M3		
			11.4	0.50M3		
			Entry added and closed by: Demo User (CHIEF ENGINEER)			
8	10NOV-2017	C	11.1	SLUDGE TANK (FR 33 - 45, PORT SIDE)	✓	
			11.2	16.10M3		

Sludge tank quantities retained on board, should be updated every week. You must update the quantities of your vessel's Sludge tanks.

M/V DEMO - Machinery Space Operations

Group A

Cleaning of oil fuel tanks
(Item No's: 1, 2, 3.1, 3.2, 3.3)

Ballasting of oil fuel tanks
(Item No's: 1, 2, 4.1, 4.2)

Cleaning and ballasting
(Item No's: 1, 2, 3.1, 3.2, 3.3, 4.1, 4.2)

Group B

Discharge of dirty ballast
(Item No's: 5, 6, 7, 8, 9.1, 9.2, 10)

Cleaning water from fuel oil tanks
(Item No's: 5, 6, 7, 8, 9.1, 9.2, 10)

Group C

Weekly inventory of oil residues tanks
(Item No's: 11.1, 11.2, 11.3)

Manual collection of oil residues
(Item No's: 11.1, 11.2, 11.3, 11.4)

Manual collection of oil residues from Hold. Tank
(Item No's: 11.1, 11.2, 11.3, 11.4)

Transfer oil residues to port facilities
(Item No: 12.1)

Transfer oil residues to other tank(s)
(Item No: 12.2)

Disposal of oil residues (Sludge)
(Item No's: 12.3, 12.4)

Group D

Non-automatic pumping of bilge water from engine-room bilge wells or other source
(Item No's: 13, 14, 15.1, 15.2, 15.3)

Non-automatic pumping from a bilge tank (IOPPC par. 3.3)
(Item No's: 13, 14, 15.1, 15.2)

Non-automatic transfer from a bilge tank (IOPPC par. 3.3) to other tank(s)
(Item No's: 13, 14, 15.3)

Group E

Automatic pumping of bilge water overboard from bilge tanks (IOPPC par. 3.3)
(Item No's: 16, 18)

Automatic pumping of bilge water overboard from engine-room bilge wells
(Item No's: 16, 18)

Automatic transfer of bilge water to bilge tanks (IOPPC par. 3.3)
(Item No's: 17, 18)

Group F

Condition of the oil filtering equipment (incl. alarm and automatic stopping devices)
(Item No's: 19, 20, 21)

Group G

Accidental or other exceptional discharges of oil
(Item No's: 22, 23, 24, 25)

Group H

Bunkering of fuel oil
(Item No's: 26.1, 26.2, 26.3)

Bunkering of diesel oil
(Item No's: 26.1, 26.2, 26.3)

Bunkering of bulk lubricant oil
(Item No's: 26.1, 26.2, 26.4)

Group I

Additional operational procedures and general remarks

Test OWS/OCM

Optional sealing of MARPOL Annex I related valve

Breaking of optional sealing of MARPOL Annex I related valve Pending

ORB Operation: Disposal of oil residues (Sludge) Logged in as: Demo User (CHIEF ENGINEER)

General Info

Date: Remarks: Missed entry

Operation Details

Group C - Disposal of oil residues

Disposal of oil residues ✔

#	Tank name (IOPPC par. 3.1)	Total Capacity (m3)	Expected Quantity (m3)	Transfer Quantity (m3)
1	SLUDGE TANK	16.10	16.10	
2	WASTE OIL TANK	48.30	48.30	
3	INCINERATOR SERVICE TANK	2.00	1.95	0.05
4	INCINERATOR SETTLING TANK	2.00	1.16	

Total Quantity to be disposed (m3): 0.05 ↓

Select disposal method:

Incinerator

Boiler

Water evaporation

Regeneration

Other Method

Duration (hrs)

8

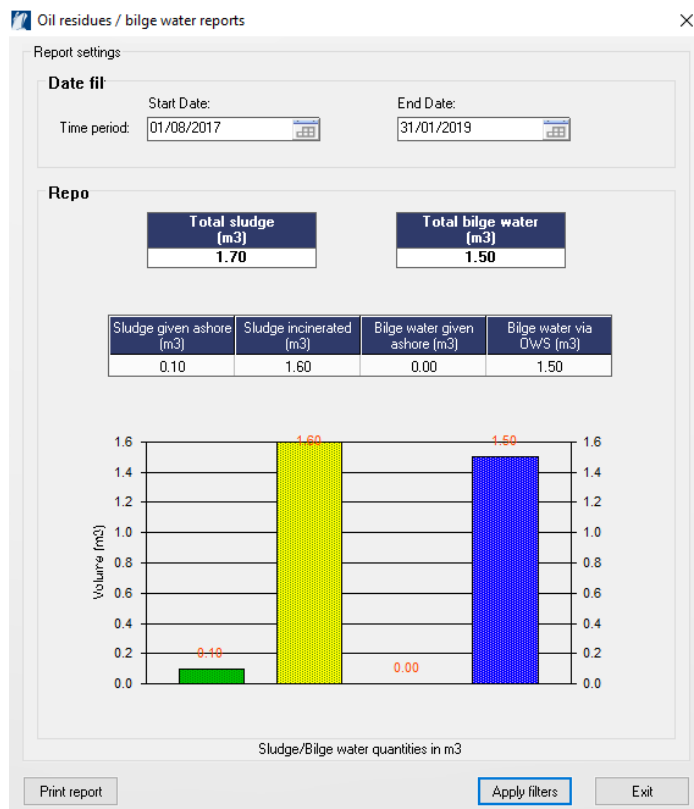
Incinerator's capacity: 0.20 m3/h

Information

Please indicate the total incineration time, in hours.

Operation Preview

Date	Code	Item	Record of Operations
20-NOV-2017	I	-	ENTRY PERTAINING TO AN EARLIER MISSED OPERATIONAL ENTRY
02-JAN-2019	C	12.3	0.05M3 TRANSFERRED FROM INCINERATOR SERVICE TANK (FR.14 - 15, ER CASING, UPPER DECK, STARBOARD), 1.95M3 RETAINED BURNED IN INCINERATOR FOR: 8.0HRS



M/V DEMO	Oil Record Book - Part I	Page : 2		
Name of the ShipM/V DEMO.....				
Distinctive Number or LettersSBBL2.....				
Machinery Space Operations				
#	Date	Code (letter)	Item (number)	Record of Operations / Signature of officer in charge / name of and signature of authorised surveyor
1	06-FEB-2015	C	12.3	1.00m3 sludge from WASTE OIL TANK (FRAMES 33 - 45), 30.3 Om3 retained
2				Burned in incinerator for: 2hrs
3				Signature Rank Date

WE CAN SAIL TOGETHER.....

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