

# 16.3 Example – chemist's certificate of compliance

To be lodged to the VTS Centre at least 48 hours prior to ship's ETA pilotage area:

Far North Queensland Ports Corporation Ltd

Port Operations Officer ..... Fax: +61 7 4052 1493 ..... Ph: +61 7 4052 3888

Maritime Safety Queensland

Manager (VTM) ..... Fax: +61 7 4052 7460..... Ph: +61 7 4033 3670

### Tankers Operating without Inert Gas

- tankers operating without inert gas may only berth at a non tanker berth provided all cargo tanks, slop tanks, cargo lines and associated pipe work are certified gas free by an independent chemist. That is, that the vessel is in a completely gas free condition
- tankers Operating with Inert Gas:
- the vessel's inert gas system must be fully operational so as to maintain a positive pressure in inerted tanks at all times. If work is to be carried out on the ship's inert gas installation or boiler or other sections of plant or piping which affect inert gas supply, an independent supply of inert gas is to be put into place and fully operational prior to repair work commencing
- any tank, including slop tanks, containing high flash point cargo or residues, must have the ullage space maintained in an inert condition unless otherwise authorised by the port authority
- all empty tanks that last carried a low flash cargo must be washed and/or gas free and not have a vapour test reading in excess of the equivalent to 1% hydrocarbon as referenced to Hexane
- any empty tank that last carried a low flash cargo and has not been gas freed must not have a hydrocarbon content exceeding 2% by volume
- special conditions apply to slop tank(s) that contain low flash point slops/products
  - wherever possible slops should be confined to a single designated slops tank
  - if the flash point is <60°C then the tank must be tested and certified that the content of low flash product within the slops does not exceed 5% of the tank's volume
  - the ullage space of the slop tank must be inerted
- positive inert gas pressure on tanks is to be maintained at all times and the oxygen content of the inert gas must not exceed 5%
- if a vessel's inert gas system were not operational, then she would be classed as a "tanker operating without inert gas" and is to follow the requirements as per a vessel of this type.

### DECLARATION

I \_\_\_\_\_ of \_\_\_\_\_ an independent chemist hereby declare that I have examined the vessel \_\_\_\_\_ and it has met all of the conditions as stated above at \_\_\_\_\_ hrs on \_\_\_\_\_ / \_\_\_\_\_ .

Proposed Berth: \_\_\_\_\_ Proposed berthing details: \_\_\_\_\_

Arrival time/date at berth: \_\_\_\_\_ Departure time/date at

berth: \_\_\_\_\_

Signed \_\_\_\_\_ (an independent chemist)

Return Fax Number: \_\_\_\_\_

If the ship's tank contents status changes for any reason, a new "Chemist's Certificate of Compliance" must be issued and approved. Permission is granted for the vessel to berth in accordance with the details outlined in this declaration:

\_\_\_\_\_

Authorised Officer

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_

Date