



TECHNICAL CIRCULAR No. 753 of 5th November 2022

To	All Surveyors/Auditors. All flags
Title	Damaged Air pipes in Ballast Tank
Reference	CONARINA Instructions-Lesson Learned

Damaged Air Pipes in Ballast Tank

A small product tanker was attended for drydocking and a special periodical survey of hull.

Internal examination carried out in ballast tanks revealed corrosion holes in No. 1 Portside fuel oil double bottom tank air pipe.

All other fuel oil tank air pipes were examined and found to remain in satisfactory condition.

The sample of the fuel oil in the double bottom tank was analyzed and found free of water contamination.

The owner's representative sought input from a marine chemist, the shipyard, and the surveyor to carry out repairs without emptying and gas freeing the double bottom fuel oil tank.

Fuel oil could accumulate in the ballast tank.

Ballast water backflow into the fuel oil tank may cause contamination of fuel oil and potential main engine functioning and propulsion failure.

Contaminated ballast water may be discharged into the sea, increasing the risk of pollution with consequences to the natural environment.

The shipyard proposed the fuel oil air pipes to be cold cut to sound material, plugged with an inflatable seal, and water-filled to form a barrier within the fuel tank.

The marine chemist issued a hot work permit based on the proposal.

The air pipe was cold cut to sound material, and the upper air pipe section was renewed.

Pipes were fitted and re-welded with sleeve-type coupling to minimize slag falling down the air pipe.

Upon completion, all welds were visually inspected, penetrant tested, and found

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satisfactory.

Careful examination of all areas during tank inspections should be carried out to identify and place any required repairs in hand at the earliest opportunity.

A meaningful examination should be carried out after tank cleaning, blasting, or de-scaling operations.

REFERENCES:

- CONARINA Instructions.

ATTACHMENTS: No

Kindest Regards,
CONARINA Technical Office

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