



DEPARTMENT OF DEFENCE

CANBERRA ACT 2600, AUSTRALIA

DGMD/2000/161

Mr Paul Barsdell

Secretary, Senate Legislation Committee on Foreign Affairs Defence and Trade
Parliament House
CANBERRA ACT 2600

I gave an undertaking to Senator Hogg at the Senate Legislation Budget Hearing on 30 May to provide further information regarding the inerting system on HMAS SUCCESS. My response is attached.

A handwritten signature in black ink, appearing to read 'A.W. Flint', with a horizontal line extending from the end of the signature.

A.W. FLINT
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Director General Maritime Development

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13 July 2000

Enclosure:

1. Brief on HMAS SUCCESS Inerting System

THE REMOVAL OF INERT GAS PLANT – HMAS SUCCESS

1. At the Senate Legislation Committee hearing of 29-30 May 2000, Senator Hogg sought further information regarding the removal of the inert gas plant from HMAS *Success*. This information is provided below.

Reasons for Removal of the Inert Gas Plant

The original reasons for the removal of the inert gas plant were:

- the inoperability of the system, extant defects, and the fact that the ship carries high flash-point fuels and is only a relatively small vessel (less than 20,000 tonnes deadweight);
- the IMO regulations for tankers (classification of the vessel) do not require *Success* to be fitted with an inert gas system;
- the necessary pipework remains in place, if required, to place inert gas into the tanks (as achieved in 1993); and
- the tanks can be ballasted, if required, to remove ullage.

Ongoing Review of Safety Processes

The ship has undergone successive engineering examinations, whole ship audits, sea safety checks, and has completed operations without incident to date. However, no specific review of the system has been undertaken.

Review of Removal of the Inert Gas Plant

There have not been any specific reviews of the removal of the inerting system and installation of the ballasting system, other than those that are part of ongoing engineering examinations, whole ship audits and sea safety checks. To date, there does not appear to be any indication that the removal of the inerting system has affected the safety or integrity of *Success*.