

MOP

CBL overflow protection

- for controlled cargo ventilation
onboard offshore support vessels



IMO 1122 (30); Carriage of noxious liquid substances



Transport of backloaded contaminated bulk liquids, is currently performed according to local state rules. For this, there are now two entries in the revised IBC code. These are entered as Offshore contaminated bulk liquid P (o) and Offshore contaminated bulk liquid S (o), respectively.

Both entries are IMO Ship Type 2 products and falling outside of the scope of A.673. In a tripartite agreement initiated by Norway, there is a 3rd entry for "offshore contaminated bulk liquids Treated" that has been processed to remove or prevent the breakout of hydrogen sulphide (H₂S) . The hazards relating to carrying contaminated bulk liquids from rigs to shore have had special attention as reports of H₂S emissions on deck and inside cargo rails have been of great concern.

- Offshore contaminated bulk liquid type P (no danger of H₂S formation in the liquid) (Continued open ventilation)
- Offshore contaminated bulk liquid type S (Controlled ventilation 0.6 bar)
- Offshore contaminated bulk liquid "Treated" (backload that has been treated with scavenger/biocide to control formation of H₂S) (Controlled ventilation) (tripartite agreement Norwegian Maritime Authority)

With reference to "Treated" - Offshore contaminated bulk liquids, Ventiq has designed an overfill protection system to ensure free ventilation and to prevent overpressurization of tanks carrying treated backloads.

The valve system ensures a ready to action configuration, without the use of manual procedures. When pumping liquid mud from the rig to the receiving tank on board an OSV, there is a real danger of bulk liquids rising from the tank and entering the ventilation line.

Controlled ventilation with overflow protection device

The automatic overflow protection provides safe operation in connection with controlled ventilation for tanks carrying Offshore contaminated bulk liquids. The device ensures free ventilation and prevents unwanted liquids from reaching the PV valves.

The MOP system is a ready to action configuration ensuring safe ventilation without the use of manual procedures. The pressure setting of the MOP is to be adjusted according to the set pressure for the pressure valve and is typically to have a higher pressure setting to avoid premature opening.



New rules, new solutions

In view of new international rules and regulations, the system ensures a gas tight solution leaving no fumes to accumulate on deck of the ship.

Combined with the Ventiq line of safer and bluer high velocity cargo vent valves, the solution offers a system keeping the ship and its crew safe from overpressurization of the mentioned tanks

Highlighted features MOP

- Minimum of moving parts
- Separation of solid liquids and gas
- Full lift operation & self-closing design
- Pressure adjustment setting by qualified personnel
- Gas tight operation
- Works as a secondary means for pressure protection
- On-site set pressure verification available
- Quick release with low pressure drop
- Test lever for manual check of operation



Ventiq AS (Ltd) is a Norwegian engineering and manufacturing company specializing in safety equipment for ventilation of tanks carrying hazardous and or flammable liquids onboard all floating constructions.

The company carries decades of wide experience in tank venting solutions and stand capable of advising customers on cargo tank configurational design. Ventiq also supplies complete cargo venting solutions, including project management design and consulting.

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