

Marine Safety Forum – Safety Flash 11-31

Issued: 23rd August 2011

Subject: Engine Room CO2 Isolating Valve

During routine inspection of a vessel's CO₂ fire fighting system it was noticed that the engine room CO₂ isolating valve remained in the closed position when the valve handle was manually operated. This was evident by the position of the valve spindle which remained in the closed position whilst the handle showed that the valve was open.



Spindle remained in the closed position
whilst the handle was in the open

The isolating valve was removed, freed up and the handle was repaired and tightened. During this repair process the safety pins for the CO₂ bottles were put in place and removed once the repair was completed.

In the event of a fire and the need for CO₂ flooding, the isolating valve handle would have been forced to the open position, whilst the valve itself would have remained shut, thereby disabling CO₂ flooding.

All vessels must ensure that these CO₂ isolating valves open and that it is not just the handles turning on the valve spindles. All vessels are instructed to add a line of instruction to the TM job for checking that this valve is operating correctly when the inspection is done on the CO₂ system.