



**DANISH MARITIME AUTHORITY**

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Inspection of high-pressure carbon dioxide system in accordance with Regulation 10, Chapter II-2. N (1), Notice from Danish Maritime Authority, B.

	<b>Inspections performed Date and signature</b>	<b>Any other remarks</b>
<b>Release locker</b>		
Open the door to the locker All alarms in the protected rooms must be checked for function		
Check that the manometer on the valve block indicate a pressure on 0 bar Check that the control valves are correctly installed and that the handles are in off position.		
Check that the bulkheads on explosive membranes on the bottles are properly installed. This shows that the explosive membranes are intact. The bottle shall be replaced if the explosive membrane is damaged.		
<b>Carbon Dioxide Room</b>		
Check that the manifold on the manometer indicate 0 bar.		
Check that the bulkheads on the explosive membranes on all the carbon dioxide bottles are intact in the valves.		
If the pressure valve is in use the attached spindle must easily be oiled		
The main stop valves are operated manual (on and off function)		
Pressure switch, manifold to be activated, this will activate the alarm on the engine room alarm panel.		
Check the function of the exhaust fan		
Go through the servo system for any mechanical damage. Visual inspection of high-pressure hoses. Hoses with rusty hose clips are to be replaced		

**MONTHLY**

**Instruction for release of carbon dioxide system have to be went through by the responsible officers.**



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<b>YEARLY</b>	<b>Inspections performed Date and signature</b>	<b>Any other remarks</b>
<b>Release locker</b>		
Disassemble each pilot bottle for control the content (weighting/measuring). It is not allowed to reduce the amount in the bottle.		
<b>Carbon dioxide bottles</b>		
Check the content of each carbon dioxide bottle. The contents of the bottles shall be in accordance with Regulation 2.2.1, Chapter 5, Code for Fire Safety Systems. It is recommended that the control is carried out by measuring instead of weighting.		
<b>Distribution pipe</b>		
Blowing through of each nozzle, both in cargo room and engine room.		

<b>EVERY 5 YEAR</b>	<b>Inspections performed Date and signature</b>	<b>Any other remarks</b>
Pressure test of the servo system with a pressure on 1,3 x working pressure with air or nitrogen. Performed by authorized company.		
Pressure test of distribution pipes to the engine room and cargo hold with a pressure on 25 bars. Pressure test of distribution pipes to the cargo room at least from manifold to entrance to cargo hold Performed by authorized company.		
Main stop is disassembled for inspection, cleaning and lubricating . Performed by authorized company.		
Leakage test by manifold to blindflange with a pressure on 60 bars. Performed by authorized company		

Date.:

Chief engineer

Master