

To whom it may concern

Graviner Mk6 Oil Mist Detection System

ACTION REQUIRED

Precautionary Exchange of Sensor Sample Probes

Dear Sirs,

This letter is to advise you of recent findings with regard to the operational status of the Kidde Graviner Mk6 Oil Mist Detection system and of Kidde Fire Protection's decision to issue a precautionary instruction that the sensor sample probes on all existing in service Mk6 OMDs be exchanged.

It has been established that in some engine conditions the sensor sample probes can become occluded by oil splash – which means that they then do not effectively sample the crankcase atmosphere. For this population there is an increased risk that OMD sensors may not report a hazardous condition.

This issue has been actively investigated by an OMD TASK Force made up of representatives of A.P.Moller / Maersk, MAN B&W, Wärtsilä, Lloyds Register, ABS, DNV and, of course, Kidde Fire Protection.

Having identified a potential failure mechanism which affects the Mk6 OMD, Kidde Fire Protection has introduced a change to the sensor sampling probe that fully obviates this issue. Laboratory and on-engine tests have confirmed that the revised sensor sample probe eliminates any propensity for oil occlusion due to oil splash.

Kidde Fire Protection has prepared a package which includes full instructions, the replacement sensor sample probe and the loose tools to enable expeditious exchange by the operators. These packages will be distributed free-of-charge immediately to all affected vessels by the most appropriate means once they have been identified.

This action is subject to Classification Societies' formal approval*, but the change has been endorsed in principle by the China Classification Society, Lloyds Register, Germanischer Lloyds, Det Norske Veritas and the American Bureau of Shipping.



INVESTOR IN PEOPLE



British Fire Protection Systems Association

NOTE

An "occluded" probe will always report a ZERO signal at the panel. However, it is not abnormal or unusual that a Mk6 OMD sensor returns a ZERO signal when it is installed on an engine running under sustained load. The output from each sensor has an internal offset such that the sensor NEVER returns a reading as a result of background drift or temperature effects. At high engine temperatures this offset gets bigger, and normally the intrinsic oil mist wash out in the crankcase reduces the normal oil mist background level. What this means is that unless the oil mist background in the crankcase exceeds this "offset" (typically about 0.04mg/l) the panel returns a ZERO signal. Nevertheless, the unit is fully functional as an oil mist detector safety device.

I trust that this clarifies the current position, but if you have any further queries or concerns then please contact Mr Paul Darnell in our technical support department:

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Yours truly,



Alec Nightingale
Managing Director

* The Mk 6 OMD system has been previously type approved by the following classification societies:

American Bureau of Shipping
Bureau Veritas
China Classification Society
Det Norske Veritas
Germanischer Lloyd
Korean Register of Shipping
Lloyd's Register
Nippon Kaiji Kyokai
Registro Italiano Navale
Russian Register of Shipping