



Office of  
Deputy Commissioner  
of Maritime Affairs

## THE REPUBLIC OF LIBERIA LIBERIA MARITIME AUTHORITY

22980 Indian Creek Drive  
Suite 200  
Dulles, Virginia 20166, USA  
Tel: +1 703 790 3434  
Fax: +1 703 790 5655  
Email: [prevention@lisrcr.com](mailto:prevention@lisrcr.com)  
Web: [www.lisrcr.com](http://www.lisrcr.com)

**04 November 2024**

**Marine Advisory: 31/2024**

**Subject: Fuel Isolation for multi-engine installations**

**Dear Shipowner/Operator/Master:**

The objective of this Marine Advisory is to provide awareness and guidance on the Australian Maritime Safety Authority's (AMSA) notice focused on Fuel Isolation for multi-engine installations and be prepared for PSC inspections in Australian ports.

### **Requirements**

AMSA has seen an increase in the failure of remotely operated isolation valves in the fuel supply lines to generators.

### **Oil fuel piping**

In the event of a fire on a generator, the fuel must be isolated to a single engine, without affecting the operation of other engines.

“In multi-engine installations which are supplied from the same fuel source, means of isolating the fuel supply and spill piping to individual engines, shall be provided. The means of isolation shall not affect the operation of the other engines and shall be operable from a position not rendered inaccessible by a fire on any of the engines.”

Source: SOLAS Chapter II-2 Regulation 4.2

[MSC.1/Circ.1321](#), issued June 2009 describes how to implement this.

One common solution is to install a quick closing valve on the fuel supply line to the engine between the fuel change over valves and the engine with a remote actuator in another part of the machinery space.

For ships built after June 2009, where possible the valves or the actuator for the remote closing valves should be at least 5m from the engine in any direction. Where this is not possible, protection by obstructions may be implemented.

### **Testing**

Ship operators must have procedures to ensure that a ship is maintained. This includes the function of the isolation valves.

Source: Paragraph 10.1 of Part A of the International Safety Management Code (ISM)

Regularly test equipment that is not in continuous use, to promote reliability.

Source: Paragraph 10.3 of the ISM Code

## **Inspections**

Port State control inspections can include testing quick-closing valves on a ships fuel system. This may include the remote operation of the fuel supply isolation valves.

Crew should be familiar with the remote operation of the valves, the reset procedures and how to ensure the valves are maintained in good working order.

A ship may be detained, if the remote quick-closing devices are:

- absent
- non-compliant
- substantially deteriorated to the extent that the remote quick-closing devices will not work if needed.

If you have any questions, please contact our Fleet Performance Department by

Telephone: +1-703-790-3434

or by email to [prevention@liscr.com](mailto:prevention@liscr.com).