



Marine Safety Forum – Safety Flash 08-28

Issued: 21 August 2008

Subject: Self Sealing Quick Release Coupling

Self Sealing Quick Release Coupling Failure

We recently received a report from a vessel concerning the failure of a self sealing quick release coupling and believe the information supplied should be circulated to other possible users of this type of equipment so that appropriate checks can be made.

Description of the event given by the vessel

On completion of discharging OBM the hose was disconnected and returned to rig. The AB's noticed that the internal workings of the vessels self sealing quick release coupling were missing. After inspection, all but 1 piece was found and the coupling was changed out with a new one. This piece is a ½" diameter stainless steel disc and it is presumed that the fragments may have been taken into the rigs tanks or vessels tanks.

The type of coupling is of a single cast aluminium manufacture (Manufactured by: Mann-Tek 112G Ø164 4"NPT) and it cannot be internally checked in the monthly planned maintenance scheme as is currently rigged. The connection is normally checked for correct operation only.

Actions taken by the vessel

Connection was immediately changed out with a spare one onboard, crew checked and changed out other couplings as required. Vessel amended onboard procedures to ensure filters are put in place within the line. Also added:

1. Coupling onboard to be removed and checked internally, rigged again with Weco type connection as shown below.
2. To be discuss with Tech Supt, systematic replacement with more robust type if available.
3. Inform Rig that fragments of the shattered inner disc may have entered their tanks.
4. Vessel with this make of coupling made aware of the potential failure.
5. Marine Superintendent to circulate to industry via Marine Safety Forum

Photo 1. to right

Shows the solid cast type of connection which failed.



Photo 2 to the left

This photograph show how the coupling was rigged onboard.



Photo 3 to the left.

This shows how the coupling will be rigged in future so as to aid inspection.



Photo 4 to left.

Inside Coupling prior to failure.

Photo 5 to the right.

Inside coupling following failure.



Stay Safe