



TECHNICAL ALERT No.16-38

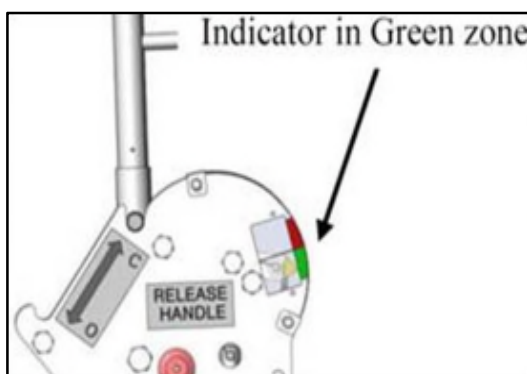
TALON II Lifeboat On Load Release Systems

1. Introduction

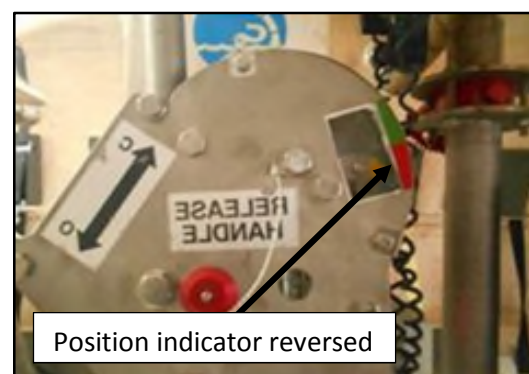
- 1.1. This Technical Alert has been issued to highlight a manufacturing defect identified on Hyundai Lifeboat "TALON II 4.0" on load release hooks during a Port State Control (PSC) inspection that resulted in the detention of a Bahamian Ship.

2. The Nature of the Defect.

- 2.1. The ship's lifeboats had been "re-hooked" for compliance with SOLAS III/1.5 and MSC.1/Circ.1392 18 months prior to the detention.
- 2.2. As per the makers manual, when the hook and the hydrostatic interlock are correctly reset the interlock indicator on the release mechanism should point to the green sector of the position indicator markings as shown in Picture 1.
- 2.3. During PSC inspection of the vessel it was noted that the position indicator markings for the hydrostatic interlock were incorrectly marked with the red and green sectors being reversed as shown in Picture 2.



Picture 1 – Makers Manual



Picture 2 – As found on board

- 2.4. The LSA code states *“If colour coding is used, green shall indicate a properly reset hook and red shall indicate danger of improper or incorrect setting”*. In this case the improper marking could potentially have led to improper resetting or operation of the on load release system.
- 2.5. PSC made the decision to detain the vessel based on the incorrect marking of the hydrostatic interlock indicators.
- 2.6. Investigation of this detention by the Bahamas Maritime Authority (BMA), in consultation with the ship owners, type approval body and manufacturer, has identified that the incorrect marking of the interlock position indicator markings occurred during manufacture of the on load release system.
- 2.7. The BMA’s investigation also identified that clear operating instructions were not posted inside the lifeboat at or near the release mechanism when the lifeboats were re-hooked, as required by paragraph 4.4.7.6.11 of the LSA Code.

3. Action required

- 3.1. Owners of Bahamian ships with lifeboats fitted with Hyundai Lifeboat TALON II 4.0, 6.0 or 9.0 on load release hooks should inspect the hydrostatic interlock position indicator markings on the release mechanisms installed in their lifeboats to ensure that they are correctly marked as per the manufacturer’s instructions.
- 3.2. Where markings are found to be incorrect the Recognised Organisation issuing the ships statutory certification and the BMA are to be advised. The manufacturers are also to be contacted in order to arrange for the defect to be rectified.
- 3.3. Owners of Bahamian ships should ensure that clear operating instructions satisfying paragraph 4.4.7.6.11 of the LSA Code are provided within all lifeboats for the actual on load release systems installed on the lifeboat.
- 3.4. Bahamas Recognised Organisation Surveyors and Bahamas Approved Nautical Inspectors should take this Technical Alert into account during their inspections and surveys of Lifeboats.

4. Validity

4.1. This alert is valid until further notice.

5. Revision History

Rev.0 (19 August 2016) – First issue