



NVIC 4-85 CH-1

20 FEB 1986

**NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 4-85 CHANGE 1**

**Subj: Change 1 to NVIC 4-85 of 29 May 1985, Subj: Recalls and Other  
Corrective Measures for Lifesaving and Fire Protection Equipment**

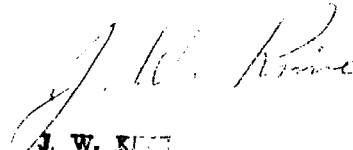
1. **PURPOSE.** This Circular updates Navigation and Vessel Inspection Circular No. 4-85, by revising the title, by adding new enclosures describing recent recall and corrective actions, by cancelling enclosures that have served their purpose, and by correcting an enclosure that contained an error.
2. **DIRECTIVES AFFECTED.** The following enclosures to NVIC 4-85 have served their purpose and are cancelled:
  - a. Enclosure (1), Termination of Approval of Smith & Wesson Line Thrower Rockets.
  - b. Enclosure (3), Recall of ACR Electronics RLB-15 Class A Emergency Position Indicating Radiobeacon (EPIRB).
  - c. Enclosure (9), Repair of Kilgore Model G. R.-52-CK Line Throwing Rocket Launchers.
  - d. Enclosure (11), Recall of Billy Pugh Model 200 Life Preservers.
3. **SUMMARY OF CHANGES.** The title is revised to include fire protection equipment recalls and corrective actions. Enclosure (2) is corrected by indicating the proper style number of the recalled life preserver. Enclosures (14) through (21) are added.
4. **ACTION.** Remove and discard enclosures (1), (2), (3), (9), and (11). Insert enclosure (2) CH-1 and enclosures (14) CH-1 through (21) CH-1. Current enclosures are as follows:
  - a. Enclosure (2) CH-1, Recall of Gladding AF500, Model 3 Life Preservers.
  - b. Enclosure (4), Recall of Cal-June Model 450, Jim Buoy PFD Light.

DISTRIBUTION - SDL No. 122

	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z
A																										
B		2	10		3		3	1		5				132	1			1								
C				*			1					1	*													
D	1	1		1							1	*														
E		1											2	2	2											
F	1		1								1					1										
G																										
H																										

• NON-STANDARD DISTRIBUTION: (SEE PAGE 3)

- c. Enclosure (5), Repair of Inflation Valves and Tubes on Certain Exposure Suits.
- d. Enclosure (6), Recall of Datrex Emergency Drinking Water.
- e. Enclosure (7), Discontinued Approval for Use of Certain Portable Lifeboat Radios in Totally Enclosed Lifeboats and Survival Capsules.
- f. Enclosure (8), Use Limitations on Certain Hydraulic Releases.
- g. Enclosure (10), Use of Lanyards on Class A EPIRBs.
- h. Enclosure (12), Recall of Kent Sporting Goods Model 67 Life Preservers.
- i. Enclosure (13), Recall of Switlik Inflatable Life Rafts.
- j. Enclosure (14) CH-1, Retesting and Relabeling of Fitz-Wright Exposure Suits.
- k. Enclosure (15) CH-1, Modification of Titan Release Gear in Watercraft America Lifeboats.
- l. Enclosure (16) CH-1, Recall of Revere Emergency Drinking Water.
- m. Enclosure (17) CH-1, Recall of Revere Emergency Provisions.
- n. Enclosure (18) CH-1, Lubrication Fittings on Certain Mechanical Davit Pivot Pins.
- o. Enclosure (19) CH-1, Kilgore Proteus 2 Parachute Flares, Operation Notice.
- p. Enclosure (20) CH-1, Hose Replacement on Ansul Red Line Hand Portable Fire Extinguishers.
- q. Enclosure (21) CH-1, Incorrect Label on Safegard and Safety First Supply Work Vests.

  
**J. W. KLINE**  
 Rear Admiral, U. S. Coast Guard  
 Chief, Office of Merchant Marine Safety

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 4-85 CH-1

2 127 111

- Encl: (2) Recall of Gladding AF500, Model 3 Life Preservers.  
(14) Retesting and Relabeling of Fitz-Wright Exposure Suits  
(15) Modification of Titan Release Gear in Watercraft America  
Lifeboats  
(16) Recall of Revere Emergency Drinking Water  
(17) Recall of Revere Emergency Provisions  
(18) Lubrication Fittings on Certain Mechanical Davit Pivot Pins  
(19) Kilgore Proteus 2 Parachute Flares, Operation Notice  
(20) Hose Replacement on Ansul Red Line Hand Portable Fire  
Extinguishers  
(21) Incorrect Label on Safegard and Safety First Supply Work Vests

Non-Standard Distribution:

- C:e Baltimore (45); Alameda (40); Port Arthur, Honolulu, Puget Sound  
(35); Miami, Mobile, Long Beach (25); Norfolk, Jacksonville, Portland  
OR (20); Boston, Portland ME, Charleston, Anchorage, Galveston, (15);  
Cleveland (12), Cincinnati, Louisville, Memphis, Nashville, Paducah,  
Pittsburgh, St. Louis, Savannah, San Juan, Tampa, Buffalo, Chicago,  
Detroit, Duluth, Milwaukee, San Diego, Juneau, Valdez (10);  
Providence, Huntington, Wilmington, Corpus Christi, Toledo (5).
- C:m New Orleans (140); New York (70); Philadelphia (35); Houston (25);  
St. Ignace (5); Sturgeon Bay (4).
- D:1 CG Liaison Officer MILSEALIFTCOMD M-65 STRAT MOB, CG Liaison Officer  
JUSMAGPHIL(1).
- ZTC-68

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Recall of Gladding AF500, Model 3 Life Preservers  
Coast Guard Approval No. 160.002/78/0

1. PROBLEM: Topstitching of the shoulder seams may have been omitted from some Gladding AF500, Model 3 life preservers, produced between September 1980 and March 1982.
2. ACTION: Gladding life preservers with missing topstitching on shoulder seams should be repaired as described in NVIC 1-84. Lot numbers in addition to those listed in NVIC 1-84 have been found to have the same defect. Gladding Corporation has since been acquired by Paris Southern. The new company continues to make repairs to the Gladding products free of charge. The manufacturer is:

Paris Southern  
Division of Paris Industries Corp.  
P. O. Drawer 9038, Station A  
Greenville, SC 29604  
(803) 269-4811

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Retesting and Relabeling of Fitz-Wright Exposure Suits  
Coast Guard Approvals 160.071/3/2 and 160.071/21/0

1. PROBLEM.

- a. Fitz-Wright exposure suits up to and including Lot 116 were inspected and tested for Coast Guard approval by Warnock Hersey Professional Services but were not marked with an approval number on the suit.
- b. Production inspection has since been taken over by Underwriters Laboratories (UL), but suits from lot numbers 117-132, 134, and 136-137 may have been labeled as Coast Guard approved even though they were not inspected and tested at the factory by Warnock Hersey or UL.
- c. Some Fitz-Wright suits have been found to have no lot numbers, and their factory inspection status can not be determined.

2. DISCUSSION.

- a. Where records in the custody of Underwriters Laboratories indicate that a lot numbered 116 or lower was inspected by Warnock Hersey Professional Services, the suits may be relabeled in the presence of a UL inspector.
- b. Where the records indicate that any lot was not inspected by an independent laboratory, representative samples of the lot must be returned to Fitz-Wright for testing by a UL inspector. Fitz-Wright will provide replacements for the samples recalled for testing. After samples of a lot have been tested and inspected, the lot will be approved and all suits of that lot may be relabeled in the presence of a UL inspector.
- c. Any suit which does not bear a lot number can not be considered Coast Guard approved.

3. ACTION.

- a. Coast Guard inspectors should contact Commandant (G-MVI-3) when suspect suits are encountered, giving lot number of suits, approval number if marked, and identity of vessel and operator. Vessel need not be detained. Commandant (G-MVI-3) can be reached on FTS 426-1444.

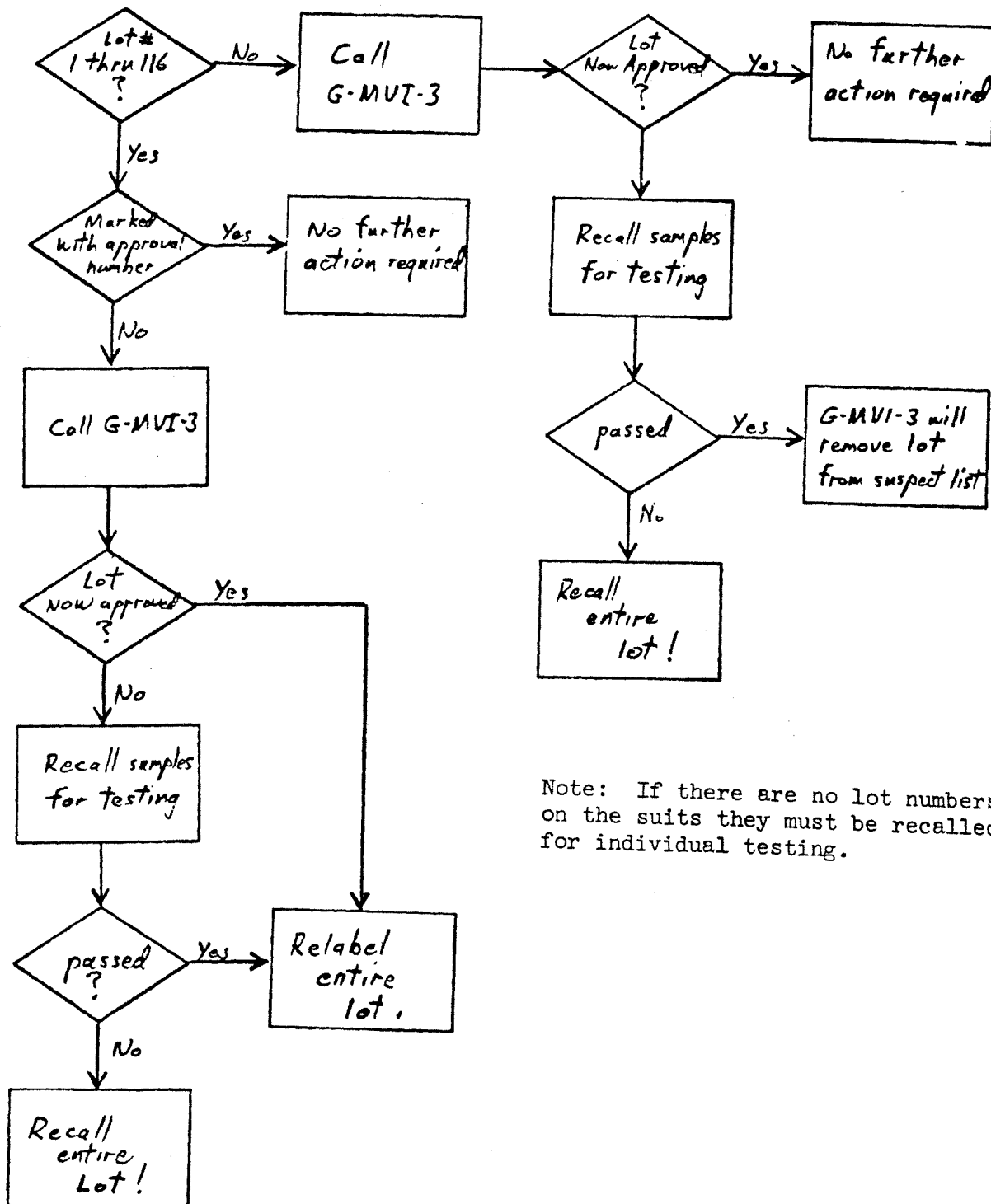
- b. Operators may contact Underwriters Laboratories to determine the status of suspect suits and arrange for relabeling. If samples from the lot are needed, the operator will be referred to Fitz-Wright to arrange for replacements and shipping of samples. Point of Contact at UL is:

Mr. Greg Skelly  
Follow-Up Services Dept.  
1285 Walt Whitman Rd.  
Melville, NY 11747  
(516) 271-6200

- c. The flow chart on the following page is provided to guide decisions on testing and relabeling.

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# FITZ-WRIGHT SUITS RECALL PROCESS



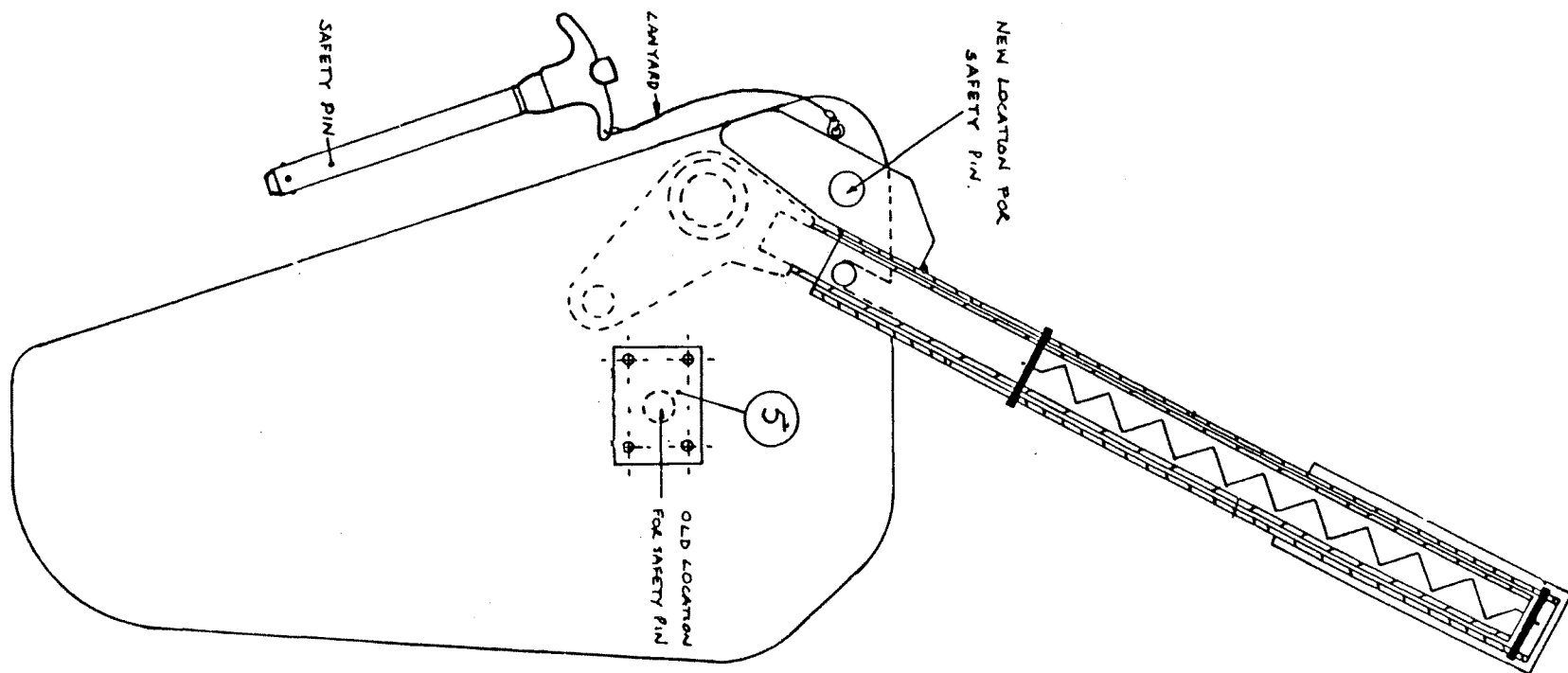
Note: If there are no lot numbers on the suits they must be recalled for individual testing.

20 FEB 1986

Modification of Titan Release Gear in Watercraft America Lifeboats  
Coast Guard Approval 160.033/69/0

1. PROBLEM. The safety pin on the Titan release gear operating handle used in certain Watercraft America lifeboats, can be inserted before the handle is in the safe, fully closed position. In this condition, the release hooks may appear to be fully closed, but may unexpectedly open when a load is applied.
2. DISCUSSION. Watercraft America, Inc. has developed a modification to prevent the accidental insertion of the safety pin before the handle is in the fully closed position.
  - a. Titan release gear with approval number 160.033/69/0 must be modified. Titan gear that has been modified can be identified by the cover plate over the old safety pin hole (item 5 on the drawing on the following page), and by the plate added to the release gear handle to accommodate the new safety pin location (see "NEW LOCATION FOR SAFETY PIN" on the drawing).
  - b. Titan release gear with approval number 160.033/69/1 produced by Watercraft America after 20 October 1985 includes this design change and does not need further modification.
3. ACTION.
  - a. Vessel and MODU operators having Watercraft America lifeboats equipped with Titan gear having approval number 160.033/69/0 shall make sure the release gear is modified in accordance with Watercraft America drawing SP-201 and Engineering Instruction P-131, both dated 28 October 1985. The Coast Guard Officer in Charge of Marine Inspection shall be notified before the modification work begins. The drawing and instruction may be obtained from:

Watercraft America, Inc.  
P.O. Box 1130  
Edgewater, FL 32032  
(904) 428-5781  
Telex: 567415
  - b. Coast Guard inspectors will require modification of Watercraft America Titan release gear with approval number 160.033/69/0 in accordance with the Watercraft America drawing and instruction.



THIS DRAWING IS THE PROPERTY OF WATERCRAFT AMERICA Inc. AND MUST BE REGARDED AS CONFIDENTIAL. IT IS NOT TO BE COPIED OR USED IN THE PRODUCTION OR MANUFACTURE OF ANY PARTS WITHOUT PERMISSION HAVING BEEN OBTAINED IN WRITING FROM WATERCRAFT AMERICA

20 FEB 1985

Recall of Revere Emergency Drinking Water  
Coast Guard Approval 160.026/45/1

1. PROBLEM: Some packages of Revere emergency drinking water, Lot #107 dated 6/82 and Lot #216 dated 11/84, contain water having a high bacteria count.
2. ACTION: Water packages from Revere Lot #107 dated 6/82 and Lot #216 dated 11/84, should be removed from lifeboats and life rafts at the first inspection or whenever they are found. Contact the manufacturer to arrange for replacement without charge. The manufacturer is:

Revere Supply Co., Inc.  
603-607 West 29<sup>th</sup> St.  
New York, NY 10001  
(800) 223-6657  
Telex: 14-7271

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Recall of Revere Emergency Provisions  
Coast Guard Approval 160.026/8/2

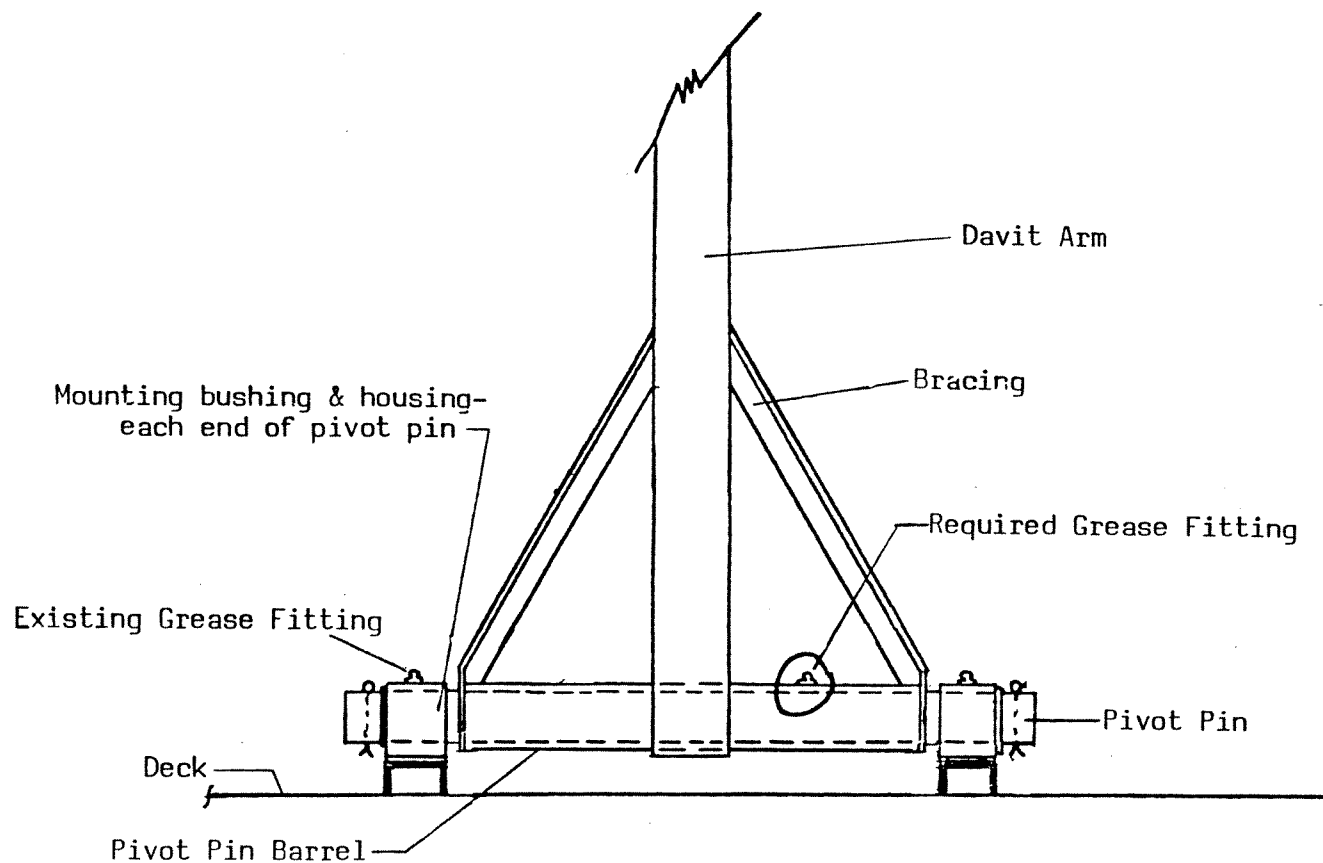
1. PROBLEM: Some packages of Revere emergency provisions, Lot #1023, dated 4/85, were improperly sealed at the factory.
2. ACTION: Emergency provision packages from Revere Lot #1023 dated 4/85, should be removed from lifeboats and life rafts at the first inspection or whenever they are found. Contact the manufacturer to arrange for replacement without charge. The manufacturer is:

Revere Supply Co., Inc.  
603-607 West 29<sup>th</sup> St.  
New York, NY 10001  
(800) 223-6657  
Telex: 14-7271

20 FEB 1986

Lubrication Fittings on Certain Mechanical Davit Pivot Pins

1. PROBLEM: The pivot pins of certain mechanical davits arranged as shown in the figure on the following page, are subject to corrosion and seizure, due to water accumulation inside the pivot pin barrel.
2. ACTION: To prevent corrosion and seizure of the pivot pin, the pivot pin barrel should be equipped with a lubrication fitting as shown in the figure. Grease should be applied to this fitting regularly to exclude accumulated water in the barrel in order to permit easy operation of the davit.
  - a. Modification of mechanical davits to add this lubrication fitting is authorized. The Coast Guard Officer in Charge of Marine Inspection shall be notified before the modification work begins.
  - b. Coast Guard inspectors will require the addition of lubrication fittings to the pivot pins of mechanical davits where it is evident that water accumulation and corrosion is a problem.



Looking Inboard at Davit Arm Base

2 0 1 1 5 1 3 3 6

Kilgore Proteus 2 Parachute Flares, Operation Notice  
Coast Guard Approval 160.036/4/0

1. PROBLEM: Kilgore Proteus 2 parachute flares come equipped with a safety pin in the handle to prevent accidental activation. A tape covering keeps this safety pin and its pull chain in place. Persons attempting to operate the flares, especially in the dark, may not be aware that the tape must be removed and the safety pin pulled out in order to fire the flare.
2. ACTION: Personnel on vessels and MODUs carrying Kilgore Proteus 2 parachute flares should receive instruction at safety meetings or drills on the operation of the flare, including removal of the tape and safety pin.

NOV 1985

Hose Replacement on Ansul Red Line Hand Portable Fire Extinguishers

1. PROBLEM: Some hoses on Ansul Red Line fire extinguishers manufactured between 1977 and July 1985 have failed during operation. Couplings on other hoses have separated from the hose.
2. DISCUSSION: Although the failed hoses are relatively small in number, the manufacturer has started a replacement program to eliminate the risk of hose and hose coupling failures.

Two different UL component listed hose assemblies are being replaced. The first carry the marking EX-607 and are found on Ansul 5, 10, 20, and 30 pound cartridge operated hand portable extinguishers, and 150 through 3000 pound wheeled dry chemical extinguishers. The other hose assemblies are marked EX-589 and are found on Ansul 20 pound cartridge operated extinguishers manufactured between 1983 and July 1985. Hoses with markings other than these, or with a date code before 1977 or after July 1985 are not included in the program, nor are hoses on Ansul Sentry stored pressure extinguishers.

3. ACTION: See the "Hose Replacement Identification Chart" on the following page. Any Ansul Red Line fire extinguisher with one of the affected hoses should have the hose replaced in accordance with the appropriate Ansul "Hose Assembly Replacement Procedures" which have been sent to Ansul distributors and customers. For more information contact:

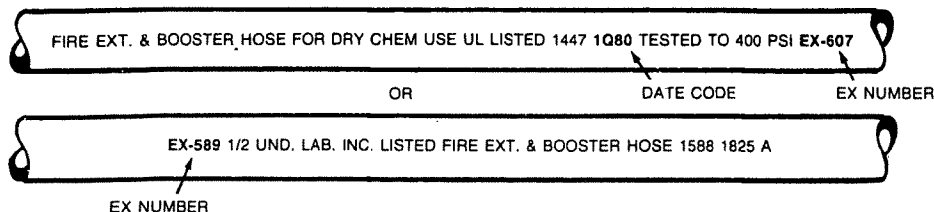
Ansul Fire Protection  
Wormald U.S., Inc.  
One Stanton St.  
Marinette, WI 54143-2542  
(800) 435-0687 except in Wisconsin  
(715) 735-7411 in Wisconsin  
Telex: 26-3433

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**ANSUL**ANSUL FIRE PROTECTION  
MARINETTE, WI 54143-2542**HOSE REPLACEMENT IDENTIFICATION CHART**

Use this chart to identify suspect hoses on Ansul Red Line Hand Portable Extinguishers and any Ansul extinguishers equipped with hoses, including wheeled and stationary units. (Ansul Sentry extinguishers are not included in this program.)

1. If extinguisher has a yellow "Inspected" sticker on the front, go to step 9.
2. Find U.L. Listing information printed on hose (either white print or molded on hose cover). (See illustration 1 below.)

**ILLUSTRATION 1**

3. If there is no printing, or printing is unreadable, replace hose assembly and destroy old hose.

4. Refer to **EX** number on hose, if it is **NOT** EX-607 or EX-589, hose is good, do **NOT** replace.

5. If EX-607

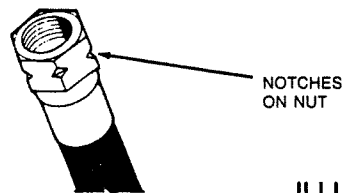
OR If EX-589

**EX-607****EX-589**

6. If EX-607, refer to date code (Example 1Q80 means 1st Quarter 1980)

7. If Date Code is between 1Q77 and 4Q83, replace hose assembly, destroy old hose. If dated **BEFORE** 1Q77, hose is good, go to step 9.

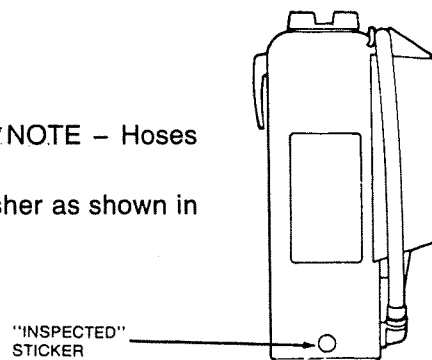
6. If unit is **NOT** Ansul Model 20 Hand Portable, hose assembly is good, go to step 9. (To identify unit, refer to maintenance nameplate on back of extinguisher.)

**ILLUSTRATION 2**

7. If it is an Ansul Model 20 Hand Portable with EX-589 Hose, check hex nut between hose and nozzle on hose assembly. If part number is preceded by an "H" (Example - H6305) or if hex nut is notched as in illustration 2, hose assembly is good, go to step 9.

8. If hex nut is **NOT** notched or part number has **NO** H, (Example - 6305) replace hose assembly, destroy old hose.

9. Perform recommended inspection and maintenance on **ALL** extinguishers. \*NOTE - Hoses not included in this program may need replacement due to normal wear.
10. When all work is completed, place yellow "Inspected" sticker on extinguisher as shown in illustration 3.

**ILLUSTRATION 3**

20 FEB 1986

Incorrect Label on Safeguard and Safety First Supply Work Vests  
Coast Guard Approval Numbers:  
160.053/8/2 on Safeguard Corp. Work Vests, and  
160.053/9/0 and 160.053/13/0 on Safety First Supply Co. Work Vests

1. PROBLEM: Some or all work vests produced between 1978 and 1985 under the approval numbers listed above, were incorrectly marked with the words "DESIGNED TO TURN AN UNCONSCIOUS WEARER FACE UP IN THE WATER." These work vests are not designed to turn unconscious wearers face up in the water. The marking was to have been discontinued in 1978.
2. ACTION: Anyone in possession of one of the work vests listed above should cross out the words "DESIGNED TO TURN AN UNCONSCIOUS WEARER FACE UP IN THE WATER" with a permanent marking pen.