



DEPARTMENT OF TRANSPORTATION
 UNITED STATES COAST GUARD

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NVIC **4-85**

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

29 MAY 1985

Subj: Recalls and Other Corrective Measures for Lifesaving Equipment

1. PURPOSE. This Circular contains information on current manufacturers' recalls of lifesaving equipment, and information on corrections that should be made to other items of lifesaving equipment.
2. BACKGROUND. Lifesaving devices, like other manufactured products, are sometimes defective or are unsuitable for use for various reasons. Despite quality control at the factory and production testing by the Coast Guard, defective products occasionally escape detection and may be sold for shipboard use. Some of these defects can be corrected simply on the vessel; others may require recall of the product by the manufacturer. In spite of the efforts of manufacturers to notify purchasers of recalled items, these notifications are often not fully successful.
3. ACTION.
 - a. Coast Guard inspectors shall make sure corrective action is taken for the equipment described in the enclosures to this Circular when found on board an inspected vessel.
 - b. Operators of vessels having the equipment described in this circular, and persons who service and repair the equipment, are advised to take the corrective actions described in the enclosures to this Circular.

B. G. BURNS
 Captain, U.S. Coast Guard
 Acting Chief, Office of Merchant Marine Safety

DISTRIBUTION - SDL No. 121

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(4) Recall of Cal-June Model 450, Jim Buoy PFD Light
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(11) Recall of Billy Pugh Model 200 Life Preservers
(12) Recall of Kent Sporting Goods Model 67 Life Preservers
(13) Recall of Switlik Inflatable Life Rafts

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- D:1 CG Liaison Officer MILSEALIFTCOMD M-65 STRAT MOB, CG Liaison Officer JUSMAGPHIL(1).

ZTC-68

Enclosure (1) to NVIC

4-85
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Termination of Approval of Smith & Wesson Line-Throwing Rockets
Coast Guard Approval No. 160.040/2/1 and 160.040/2/2

1. PROBLEM: Smith and Wesson line-throwing rockets may explode or burn dangerously when fired.
2. ACTION: Smith and Wesson line-throwing rockets are not to be used. See NVIC 2-83 for more information.

29 MAY 1985

Recall of Gladding F500, 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 F500, 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

29 MAY 1985

Recall of ACR Electronics RLB-15 Class A Emergency Position
Indicating Radiobeacon (EPIRB)
Coast Guard Approval No. 161.011/10/0

1. PROBLEM: A battery pack produced for the RLB-15 unit was susceptible to explosion if short circuiting of the battery accidentally resulted from crossed wires. The last of these batteries were produced in 1979 and are now out of date.
2. DISCUSSION: The RLB-15 EPIRB is approved for use on inflatable life rafts only. No other ACR EPIRBs are affected. Very few of these units were produced in 1979 (the first year of approval), and most probably went to life rafts used on fishing vessels.
3. ACTION: Any ACR RLB-15 produced in 1979 should be returned to ACR. The unit will be replaced with a new EPIRB and new battery. The customer will be billed for the new battery only. The manufacturer is:

ACR Electronics, Inc.
3901 N. 29th Ave.
P.O. Box 2148
Hollywood, FL 33022
(305) 921-6262

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29 MAY 1985Recall of Cal-June Model 450, Jim Buoy PFD Light
Coast Guard Approval No. 161.012/7/0

1. PROBLEM: Early production models of the Model 450 Jim Buoy light incorporated a piece of foam plastic that would shrink as it aged, resulting in the battery contact mounted on the plastic failing to come in contact with the battery. In addition, some switches were not adequately secured to the switch post allowing them to come off, and some switch contacts were subject to breakage.
2. DISCUSSION: Affected lights may be identified by the size of the battery contact mounted on the plastic foam inside the light. The brass battery contact in the affected lights is about 3/8" in diameter. The contact in the new design is approximately 1" in diameter (a little larger than the size of a quarter).
3. ACTION: Defective lights should be returned to the manufacturer for replacement. Cal-June indicates that any defectives will be replaced at no charge. The manufacturer is:

Cal-June, Inc.
P.O. Box 9551
North Hollywood, CA 91609
(818) 761-3516

Repair of Inflation Valves and Tubes on Certain Exposure Suits

Imperial Manufacturing Co. Model 1409
Coast Guard Approval No. 160.071/1/0

BayleySuit, Inc. Models 7-01-01 and 7-01-00
Coast Guard Approval No. 160.071/2/0

Fitzwright Suits, Ltd. Model 9450
Coast Guard Approval No. 160.071/3/0

1. PROBLEM: Early models of these exposure suits produced in 1981 and before had inflation tube and valves assembled in several sections and held together by adhesive. The inflation tubes and valves are used to orally fill the inflated device that provides head support for a wearer floating in the water. After some of these suits were several years old, the adhesive would no longer hold the valve and tubes together, resulting in the inflation tube assembly falling apart. Without the tube, the inflated device will not hold air.
2. DISCUSSION: Loss of the ability of the inflated device to hold air does not render the suit completely ineffective. The suit itself has ample inherent buoyancy to keep the wearer afloat. Many non-approved suits have been sold without the inflated device, and have saved lives. A functioning inflated device is, however, a required part of a Coast Guard approved suit. It supports the head of the wearer floating in the water and significantly reduces fatigue.

All joints in inflation tubes and valves in Coast Guard approved exposure suits are now required to have external clamps in addition to any adhesive that might be used to hold them together. All suits made after 1981 have inflation tubes made this way. The clamps are either a crimped metal band or a plastic "ty-wrap."

3. ACTION: Exposure suits without clamped inflation tube joints, or with inflation tubes that no longer function, must be repaired in order for the suit to be considered Coast Guard approved. Contact the manufacturer for a repair kit and/or repair instructions. The manufacturers are:

Imperial Manufacturing Corp.
P.O. Box 4119
Airport Industrial Park
Bremerton, WA 98310
(206) 674-2316
Telex: 152190 IMPERIAL BREM

BayleySuit, Inc.
900 South Fortuna Blvd.
Fortuna, CA 95540
(707) 725-3391

FitzWright Suits, Ltd.
17919 Roan Pl.
Surrey, British Columbia V35 5K1
CANADA
(604) 576-9424

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Recall of Datrex Emergency Drinking Water
Coast Guard Approval 160.026/55/0

1. PROBLEM: Some packages of Datrex emergency drinking water, Lot #101, dated 9/83, contain water having a bad odor owing to a filtration problem that was corrected on subsequent lots. Laboratory analysis, however, shows the water is safe to drink.
2. ACTION: Water packages from Datrex Lot #101, dated 9/83, should be removed from lifeboats and life rafts at the first inspection or whenever they are found. Lot #101, dated 10/83, is acceptable. Contact the manufacturer to arrange for replacement without charge. The manufacturer is:

Datrex Inc.
3795 N.W. 25th St.
Miami, FL 33142
(800) 327-6451
Telex: 519558

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Discontinued Approval for Use of Certain Portable Lifeboat
Radios in Totally Enclosed Lifeboats and Survival Capsules
Type Approved by Federal Communications Commission

1. PROBLEM: On October 11, 1979, the Federal Communications Commission adopted a final rule establishing special requirements for portable lifeboat radios used on vessels and mobile offshore drilling units equipped with totally enclosed lifeboats, including "survival capsules." The rules in 47 CFR 83.472 and 83.557 limit the size of a portable lifeboat radio used on a vessel with totally enclosed lifeboats, and require a collapsible rod antenna to be carried in each lifeboat.
2. DISCUSSION: Older portable lifeboat radios can be large and heavy, making it extremely difficult to quickly and safely move the radio through the hatch of a totally enclosed lifeboat or survival capsule. The FCC rules limit portable lifeboat radios on vessels with totally enclosed lifeboats to a maximum weight of 40 lb., and maximum dimensions of 35 cm x 40 cm x 50 cm. At the present time, the only FCC type approved portable lifeboat radio that meets these requirements is the ITT Mackay Marine Model 403A.

In addition, the wire antenna intended for erection on a mast, or a guyed oar, is extremely difficult to rig on a totally enclosed lifeboat, especially in rough seas. Therefore, the FCC rules also require each totally enclosed lifeboat on a vessel with a portable lifeboat radio to carry a collapsible rod antenna approved for use with the radio.

3. ACTION: Each vessel equipped with totally enclosed lifeboats or survival capsules and required to carry a portable lifeboat radio, must have the ITT Mackay Marine Model 403A radio, or such other radio as may be later type approved by the FCC for use in totally enclosed lifeboats. In addition, each totally enclosed lifeboat on the vessel must carry a collapsible rod antenna of the type approved for use with the radio. Each totally enclosed lifeboat must also have the Coast Guard approved modification to mount the antenna in the lifeboat.

Portable lifeboat radios are part of the vessel's lifesaving equipment, and should therefore be included in the abandon-ship drills (boat drills). The collapsible rod antenna should be erected from within the totally enclosed lifeboat periodically, and all of the connections made. The radio should then be tested by or under the supervision of the radio officer.

Information on ordering the radio and antennas may be obtained from:

ITT Mackay Marine
411 U.S. Highway #1
Elizabeth, NJ 07202
(201) 527-0300
Telex: 138647

Information on the approved modifications for the antenna mounting may be obtained from:

for Whittaker (Brucker) survival capsules -
Whittaker Corp.
Survival Systems Division
5159 Baltimore Drive
LaMesa, CA 92041
(619) 469-0171
Telex: 695440

for Marine Safety (MASECO) and Lake Shore (WELIN) boats -
Marine Safety Equipment Corp.
Foot of Wyckoff Rd.
P.O. Box 465
Farmingdale, NJ 07727
(201) 938-5661
Telex: 13-8629

for Watercraft boats -
Watercraft America, Inc.
P.O. Box 1130
Edgewater, FL 32032
(904) 428-5781
Telex: 567415

for Harding boats -
Harding Safety, Inc.
2100 First National Bank Bldg.
Mobile, AL 36602
(205) 432-4960
Telex: 782723 HARDING US MBL

Use Limitations of Certain Hydraulic Releases

Arrow Model 404

Coast Guard Approvals 160.062/2/1 and 160.062/2/0

Switlik Model S-880

Coast Guard Approval 160.062/3/0

1. PROBLEM: The gripe springs attached to the exteriors of Arrow Model 404 and Switlik Model S-880 hydraulic releases are prone to deformation by the buoyant loads resulting from their installation with more than one life raft, life float, or buoyant apparatus.
2. DISCUSSION: Arrow Model 404 and Switlik Model S-880 hydraulic releases are approved only for the installation of a single life raft, life float, or buoyant apparatus. "See NVIC -85" - titled "Hydraulic Releases for Life Rafts, Life Floats, and Alternate Float-Free Arrangements."
3. ACTION: Coast Guard inspectors and vessel operators should make sure that Arrow Model 404 and Switlik Model S-880 hydraulic releases are used only for installations of single life rafts, life floats, or buoyant apparatus.

Repair of Kilgore Model G. R.-52-CK Line Throwing Rocket Launchers
Coast Guard Approval 160.040/1/- series

1. PROBLEM: Certain early Kilgore Model G. R.-52-CK line throwing rocket launchers had shield support brackets made from an inferior material, which would fail when rockets were launched, possibly resulting in injury to the user.
2. ACTION: Kilgore line throwing launchers, Model G. R.-52-CK, should have a shield support bracket stamped "TENZALOY" or "TENZILOY." Those without this marking should be examined and repaired in accordance with NVIC 8-69.

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Use of Lanyards on Class A EPIRBs

1. PROBLEM: Class A EPIRBs are provided with lanyards as required by Federal Communications Commission regulations. Some operators are incorrectly attaching these lanyards to the vessel.
2. DISCUSSION: The lanyards on Class A EPIRBs are intended to be used to secure the EPIRB to a lifeboat, life raft, or person in the water after a casualty. Under no circumstances is the lanyard to be attached to the vessel. This can defeat the float-free operation of the EPIRB.
3. ACTION: Coast Guard inspectors and vessel operators should make sure that EPIRB lanyards are not attached to the vessel. The EPIRB should have its lanyard stowed in the manner in which it was originally supplied by the EPIRB manufacturer.

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Recall of Billy Pugh Model 200, Life Preservers
Coast Guard Approval No. 160.055/113/0

1. PROBLEM: Billy Pugh Model 200 life preservers, lots 1 and 1A, produced in 1976 or early 1977, may exist which vary from the approved design. In addition to dimensional differences, these early lots are noticeably heavier than the life preservers produced later.
2. ACTION: Billy Pugh Model 200 life preservers from lot 1 or lot 1A should be returned to the manufacturer, who will provide replacement life preservers. Lot numbers other than those listed are not known to have been produced with the same variations. The manufacturer is:

Billy Pugh Co.
P.O. Box 802
Corpus Christi, TX 78408
(512) 884-9351

Recall of Kent Sporting Goods Model 67 Life Preservers
Coast Guard Approval No. 160.055/150/0

1. PROBLEM: Kent Sporting Goods Model 67 life preservers, produced prior to February 1985, may exist which do not have an "Inspected and Passed" stamp on them, indicating that they were not inspected by the Coast Guard or an independent laboratory.
2. ACTION: Kent Sporting Goods Model 67 life preservers without the "Inspected and Passed" inspection stamp should be returned to the manufacturer for replacement. Lot numbers have not been assigned to these uninspected life preservers, however, they are marked "Issue No. A0779" and may indicate that they are UL Listed. The manufacturer is:

Kent Sporting Goods Co.
Route 60 South
New London, OH 44851
(803) 269-4811

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29 MAY 1985Recall of Switlik Inflatable Life Rafts
All Coast Guard Approved Models

1. PROBLEM: Certain Switlik Parachute Co. inflatable life rafts may have inflation hoses with fittings that will break when inflation of the raft is started. This will result in failure of the raft to inflate. Rafts that may be affected are those produced between August 15, 1984 and May 6, 1985, and other Switlik life rafts that had inflation hoses replaced in the same time period.
2. DISCUSSION: Some inflation hoses supplied to Switlik Parachute Co. between August 15, 1984 and May 6, 1985 were assembled in a way that causes them to break when inflation of the raft begins. Any Coast Guard approved Switlik raft produced in this time period may be affected, as well as any raft that had an inflation hose replaced at a servicing facility during this time period. Switlik Parachute Co. and its servicing facilities will attempt to notify owners of affected rafts directly.
3. ACTION: Switlik inflatable life rafts produced between August 15, 1984 and May 6, 1985, and other Switlik life rafts that had inflation hoses replaced in the same time period should have their inflation hoses inspected as soon as possible by a servicing facility approved to service Switlik inflatable life rafts. Defective hoses will be replaced. This inspection and replacement can be carried out on board the vessel by a technician from the servicing facility. It is not necessary to remove the raft from the vessel and send it to the facility, unless the raft is going to undergo its full annual servicing.

Owners of new Switlik rafts manufactured in this time period should arrange with a Switlik servicing facility to have the inspection done. Owners of rafts serviced in this interval should check their copy of the servicing record to determine if the inflation hose was replaced. If the servicing record is not available, owners should contact the facility that did the servicing to find out if the hose was replaced.

Once the hoses have been inspected, the raft container will be marked "Hose Inspected, [Service station's name], [Date]". A list of approved servicing facilities for Switlik life rafts may be found in the Coast Guard publication "Equipment Lists" (COMDTINST M16714.3A), under "160.051 Life Rafts, Inflatable." The manufacturer can also provide the name and address of the nearest servicing facility. The manufacturer is:

Switlik Parachute Co. Inc.
1325 East State St.
P.O. Box 1328
Trenton, NJ 08607
(609) 587-3300
Telex: 843-421