

DATE:	JUNE 30 th , 2015	TECHNICAL BULLETIN:	02/15US
		PRIORITY LEVEL:	N.A.
EQUIPMENT:			
DAVIT WINCHES WITH HYDRAULIC BRAKES.			
INSTRUCTION VALIDITY AND APPLICABILITY:			
<ul style="list-style-type: none"> • Applicability: IMMEDIATE. The instruction of this Technical Bulletin supersedes any other previous instruction in: OMM, Service Instructions, Service Manuals, and any other instruction in written or verbal mode related to the interval of inspection of any and every winch hydraulic brake built by NAVALIMPIANTI-TECNIMPIANTI GROUP 			
<ul style="list-style-type: none"> • Starting date: It has been applied since 2011 on Tecnimpianti LSA's winches with hydraulic brakes. 			
<ul style="list-style-type: none"> • End date: N.A. 			
<ul style="list-style-type: none"> • Vessel: All vessels with Tecnimpianti LSA's winches with hydraulic brakes. (See list attached) 			
BULLETIN CONTENT AND CLARIFICATIONS:			
<p>The clarifications and instruction on this bulletin apply to all inspections on Lifeboats / Tenders / Rescues LSA Station built by NAVALIMPIANTI-TECNIMPIANTI GROUP that have the winches fitted with hydraulic brakes.</p> <ol style="list-style-type: none"> 1. The hydraulic brake system on winches fabricated by Tecnimpianti has been designed to operate on heavy duty applications, e.g. Tender boats, with maintenance of long time intervals. 2. The hydraulic brake is a unit with negative breaking, fail safe, multi-disk, operating totally in submerged oil bath. 3. A dedicated hydraulic pump in closed circuit, operated by the winch lever, provides the pressure to open the brake when the lever is lifted; in case of loss of the hydraulic pressure, the brake closes in fail-safe mode. 4. The unit and the pump are not in contact with the external weather-deck environment, as it would happen with traditional mechanical units, consequently cannot be affected by any corrosion of its components. 5. The above described brake and its performance have been checked regularly with the result of impeccable records of no failures in over 20 years of operating life. <p>Due to its design, the internal inspection interval has been therefore increased up from the first installations in the mid 90'; no significant wear and tear has been detected on the periodical inspections validating the design criteria.</p> <p>The interval of 2.5 and 5 years for the internal inspection has been indicated in the OMM manuals, and in 2011, based on more than 15 years of safe operations, the 2.5 year interval has been lifted/shifted/postponed to the 3 year inspection. This avoids unnecessary inspections other than the yearly mandatory inspection.</p> <p>Therefore the present yearly interval of inspection foresees:</p> <ol style="list-style-type: none"> 1. The dynamic winch brake test (with empty boat); at every 1 year inspection. 2. The hydraulic brake internal inspection is performed at 3 year cycle from the last 5 year inspection. 3. The overloaded dynamic winch brake test is performed at the 5 year inspection. 			

REFERENCE:

SOLAS III/20.11.1.2 and MSC.1/Circ.1206 Rev. 1 Annex 1- 2.9:

1. Winch
2. 2.9. The following items should be examined for satisfactory condition and operation:
3. .1. open and inspect brake mechanism;
4. .2. replace brake pads, if necessary;
5. .3. remote control system;
6. .4. power supply system; and
7. .5. Winch foundation.

DISTRIBUTION:

All IACS members and all companies having NAVALIMPIANTI-TECNIMPIANTI GROUP LSA winches with hydraulic brake, all NAVALIMPIANTI-TECNIMPIANTI GROUP Certified LSA's Project Managers/Team Leader/Service Engineers/ Technicians.

EXTRA OPERATING SAFETY INSTRUCTIONS:

None, not applicable.

Issued by:

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