

Rev. date : MAR. 2016	TECHNICAL SPECIFICATION		
	ITEM : LIFEBOAT	MODEL : HDL71CFA	

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1. Rules and Regulations

This totally enclosed lifeboat has been designed and approved in accordance with ;

- a. SOLAS 1974 with protocol 1978 and amendments up to 2010
- b. Resolution MSC.81(70) with amendments up to 2010
- c. LSA Code adopted by Resolution MSC.48(66) with amendmensts up to 2010
- d. LSA Code adopted by Resolution MSC.272(85), MSC.89(MSC.1/Circ.1392)**

2. Certification

This lifeboat has been tested in accordance with IMO Resolution MSC.81(70), Part 1 and MSC/Circ.980 and approved by notified body. The boat is provided with EC TYPE EXAMINATION (MODULE B) CERTIFICATE and EC (MODULE D) CERTIFICATE OF CONFORMITY.

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3. Dimensions-Overall

- a. Max. capacity ----- 32 persons
- b. Min. speed ----- 6 knots
- c. Outside color ----- Orange
- d. Dimension
 - Length ----- 7.1m
 - Breadth ----- 2.4m
 - Depth ----- 1.1m
- e. Weight
 - Light load with fuel and equipment ----- 2,879 Kg
 - Total Davit load(32 persons) ----- 5,519 Kg
- f. Hook distance ----- 6,300 mm

4. Engine

- a. Model ----- HB29D1
- b. Power / Output (kW(HP)/rpm) ----- 21.6(29) / 2800
- c. Type ----- Vertical, water-cooled 4 cycle diesel engine
- d. Working principle ----- 4 stroke
- e. Number of cylinder ----- 3
- f. Bore and stroke (Ø x mm) ----- 80 x 92.4
- g. Combustion chamber ----- Spherical type
- h. Compression ratio ----- 22:1

5. Electric system

Two batteries are provided for engine starting, searchlight, and interior light and so on. Two battery chargers for each battery are also provided for recharging lifeboat batteries from the ship's power supply at a supply voltage 24V which can be disconnected at the lifeboat embarkation station. (In case the electric jacket heater is used for engine, the supply voltage from the ship's power is 42V.)

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6. Release Mechanism

TALON 4.0 II - This release gear system consists of fore and aft hooks, a release handle near the steering console, a hydrostatic unit and the associated cables.

The releasing operation of the hooks is conducted at the release handle near the steering console through the control cables terminating at the fore and aft hooks. The interlock system including the hydrostatic interlock unit is provided to prevent the release of the hooks when the boat is not waterborne.

The system also has an on-load release function which makes it possible to over-ride the interlock by the hydrostatic unit. Incorrect on-load release operation may cause fatalities and due precautions should be taken for this operation.

7. MATERIALS

- a. Hull and Deck ----- FRP(Fiber glass reinforced plastic)
- b. Buoyancy material ----- Polyurethane foam
- c. Fittings
 - Hatch hinge ----- ALUMINUM ALLOY
 - Hatch handle ----- SUS304
 - Window ----- POLYCARBONATE
 - Side handrail ----- GALVANIZED STEEL
 - Water spray pipe ----- SUS304
 - Nozzle and sprinkler ----- BRASS
 - Round rudder ----- GALVANIZED STEEL
 - Shore piece for rudder ----- GALVANIZED STEEL
 - Propeller ----- ALUMINUM ALLOY
 - Lifeline ----- SUS304
 - Lashing guider ----- FRP
 - Bollard ----- GALVANIZED STEEL
 - Painter release unit ----- SUS304
 - Drain plug ----- BRASS & RUBBER
 - Bolts & nuts ----- SUS304

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8. WATER SPRAY SYSTEM

This fire-protected boat when waterborne is capable of protecting the number of persons it is permitted to accommodate when subjected to a continuous oil fire that envelops the boat for a period of not less than 8 minutes.

The seawater for this system is drawn from the sea by a self-priming pump connected the engine. It is possible to turn 'ON' and turn 'OFF' the flow of water over the exterior of boat.

The seawater intake is so arranged as to prevent the intake of flammable liquid from the sea surface. Also, this system is arranged for flushing with fresh water and allowing complete drainage.

Seawater is delivered to a waterspray tube all around the cover for covering the waterfilm with sprinklers and flat nozzles.

9. AIR SUPPLY SYSTEM

The boat with self-contained air support system is so arranged that, when proceeding with all entrances and openings closed, the air in the boat remains safe and breathable and the engine runs normally for a period of not less than 10 min.

During this period the atmospheric pressure in the boat should neither fall below the outside atmospheric pressure nor exceed it by more than 20 hPa.

