



MOC Bulletin 2011-8



August 05, 2011

Maintenance – Immediate Action Required

Fast Rescue Boat Launch/Recovery – UMOE Schat–Harding Davit/W–Series Winch System

Background:

A recent incident occurred while using the above referenced Davit/Winch system to recover a Fast Rescue Boat (FRB). A serious injury (compound arm fracture) occurred when a manual crank arm was inserted onto the motor drive shaft and rotated when power was applied to the winch for FRB recovery. The winch crank arm struck a deck hand resulting in injury. The investigation of this incident is ongoing, but critical information from the initial investigation requires notice and immediate action by all ships that could have similar conditions.

Schat–Harding Davit/W–Series Winch System Operation:

During routine recovery of the FRB, the referenced Davit/Winch system uses the powered winch to lift the boat nearly into the final resting position on deck. Once in this position, a manual winch crank handle is placed into the sleeve adaptor over the motor shaft. A metal cover plate secured over the adapter sleeve opening should be moved to a position covering a proximity limit switch prior to insertion of the manual crank arm. This limit switch/cover plate configuration kills power to the winch motor allowing the manual crank handle to be inserted and used to safely crank the FRB into final position. The winch crank handle is then removed, and the cover replaced until the next recovery operation.

The incident occurred when the manual crank arm was inserted prematurely and prior to the recovery of the FRB to the deck position. Also, the cover plate over the sleeve adapter was positioned in the opposite direction of the limit switch so that it did not kill power to the motor. When power was applied to the winch to begin FRB recovery, the crank arm rotated and struck the employee causing the injury.

Immediate Corrective Actions:

If you have the referenced Davit/Winch System, or a comparable system, it is imperative that you take the following immediate actions:

1. Ensure that Ship Specific Instruction (SSI) include:
 - a. The manual crank arm be employed only at the time of final positioning of the FRB and proper control/use of the manual winching operation.

- b. The function and proper use of the limit switch/cover plate safety system to remove power from the winch while manually operating.
- c. The cover plate/limit switch is tested prior to operation to ensure that power is killed.

REF: 1102–Small Boat Launching and Recovery

- 2. Ensure that maintenance/inspection (SAMM) procedures include explicit instructions for the periodic inspection, testing and maintenance of ALL proximity limit switches involved in systems for launching/recovery of small boats.
- 3. Ensure crew members are trained in the inspection, testing and preventive maintenance of the launch/recovery systems including critical safety procedures and equipment for operations.
- 4. Ensure that training/proficiency systems are in place to ensure that newly assigned personnel are trained and qualified to operate the equipment.

It is also recommended that the manual crank arm be located near the control station and away from the winch. The crank arm should only be deployed by the person-in-charge at the control station when the boat has been recovered to deck position and is ready to be manually cranked into final position.

Confirmation Required:

Please accomplish the above actions immediately and send a confirming e-mail to Doug Smith with a copy to Richard Wingrove by Friday, August 19. State in the e-mail if a Schat-Harding Davit/Winch system is on your ship and that the actions have been taken as outlined above. If you have a Davit/Winch system of a different type, please include the types of launch recovery system(s) that you have in place, and that a review of safe operation was conducted on these systems to cover the above actions.

As the investigation of this incident is completed, further information will be forthcoming.

/s/ Rear Admiral Michael Devany, NOAA

RDML Michael Devany, NOAA
Director, Marine and Aviation Operations Centers

Cancellation Date: August 6, 2012
Responsible Position: Chief, Fleet Standardization Office

MAINTENANCE - IMMEDIATE ACTION REQUIRED

Number: MOC 2011-8
Owner: Chief Fleet Standardization Office
FAA: Rear Admiral Michael Devany, NOAA

Release History

Revision	Status	Released By	Released On
1.0	Current	Rear Admiral Michael Devany, NOAA	8/8/2011 10:53:43 AM