



## Liferaft HRU installation instructions

The correct installation of a liferaft's hydrostatic release unit (HRU) is vitally important – it could be a matter of life and death. Hammar, the makers the HRU for Wilhelmsen Ships Service's Unitor-branded liferafts, have simplified the installation process. However, it is still mandatory to have this carried out by an authorised service agent.

The new generation H20 model has a Red Weak Link connector with a 3-step coupling device. By eliminating the risk of incorrect installation, they have now made it even safer. The Hammar H20 is a hydrostatic release unit designed to fit liferafts of all shapes and sizes. It is made of glass fibre reinforced nylon, which prevents it from corroding. The Hammar H20 needs no annual service, maintenance or spare parts. You simply install a new one every two years and dispose of the old one. With the environment in mind, the old unit is 97% recyclable.

### Marking

The following are the manufacturer's instructions for marking:

## HAMMAR H20 INSTRUCTIONS FOR MARKING



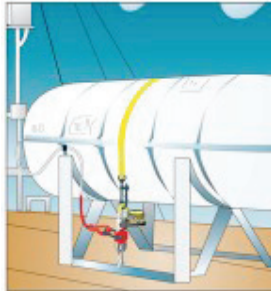
### INSTRUCTIONS FOR MARKING

Markings must be done solely by a manufacturer or an authorised service station. The expiry date is 2 years from month of installation onboard. The release unit is labelled with a marking for year and month. Use a knife and carefully scratch away the appropriate square for month and year of expiry two years ahead. A hydrostatic release unit, which is not properly marked with its date of expiry, is not approved. Each Hammar H20 release unit has its own individual serial number.



## How it works

The release mechanism is activated by water pressure, which increases as the ship sinks below the sea.



White Hammar H20 strong rope secured to deck or liferaft cradle and attached to liferaft lashing with a sliphook. Liferaft painter line shackled to the Red Weak Link connector.



If the ship sinks, the water pressure, within 4 metres, will activate the sharp knife, which cuts the strong rope and the liferaft will float free.



As the ship sinks, the liferaft painterline will be stretched and the liferaft starts to inflate.



Red Weak Link breaks and survivors can board the inflated liferaft.

## New solution for better safety

During the end of 2008 it came to our attention that dangerous fake copies of our Hydrostatic release unit, the Hammar H20, had entered the market. We immediately issued a Safety Alert to warn about the risks in using these fake copies. We also provided a number of ways to check the authenticity of products used. All our customers were offered the possibility to check the serial numbers through the Hammar website.

Due to the seriousness of this matter, Hammar have developed a new solution to guarantee the safety and functionality of the original Hammar H20. All H20 items produced as from 24.02.2009 include a unique Holospot security marking. This marking will help distinguish the original Hammar quality from dangerous fake copies. In addition the makers have moved the serial number and production date to a new position next to the Holospot security marking.

Here is what you should look for: Every new Hammar H20 features a 5 x 10 mm silver black Holospot label with a six number alphanumeric code, e. g. 0000ZW. Above the code the Hammar logo can be seen.

Serial number and production date



Holospot with Hammar Logo and alphanumeric code



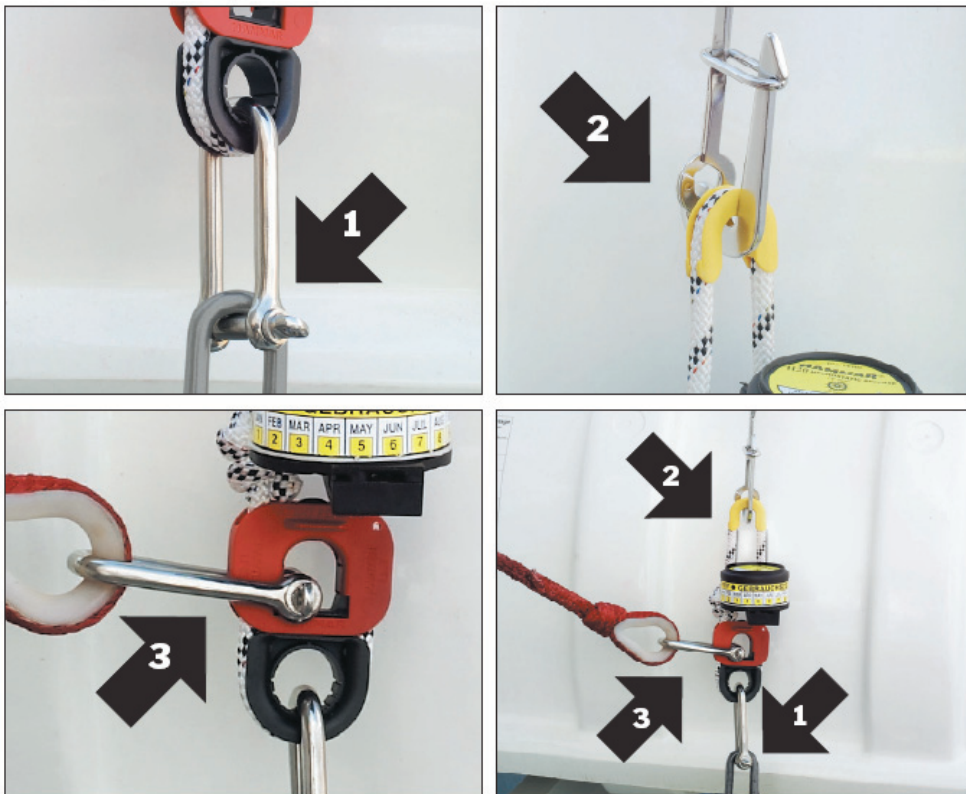
## For your safety:

Always purchase your Hammar products through approved distributors or authorized service points for life rafts and emergency position indicating radio beacons (EPIRBS). Make sure that you receive the Hammar multilingual product manual and a raft label with each unit (for life raft H20) or Hammar marking instruction (for EPIRBS H20).

## Installation

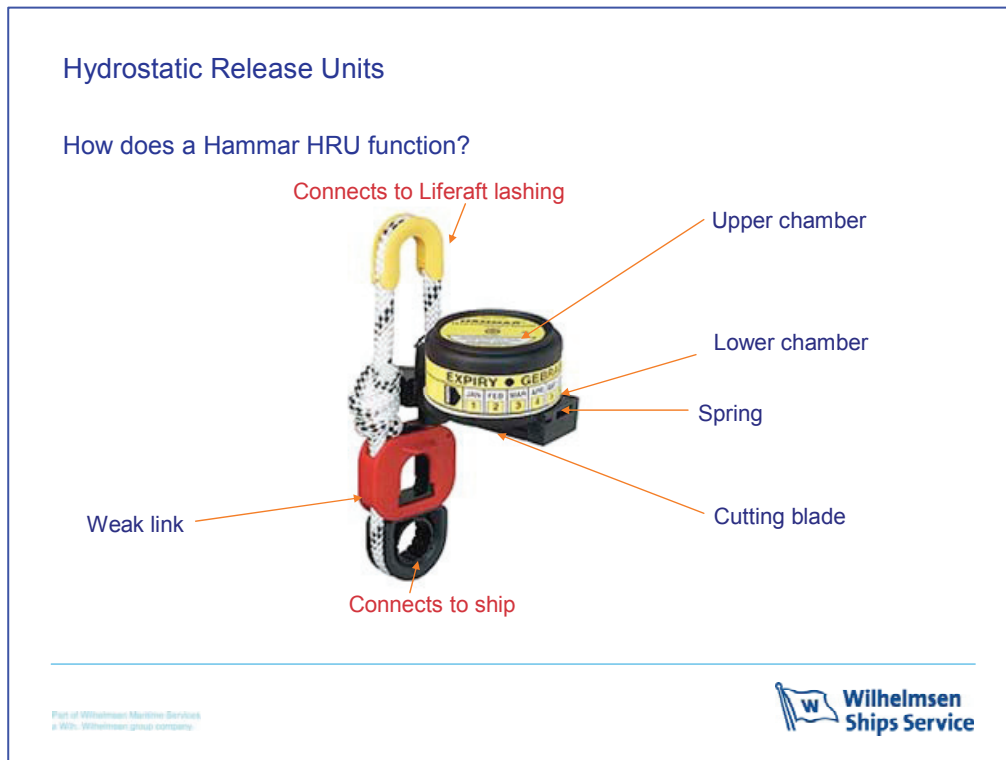
The diagram below from the manufacturer illustrates the correct method of installing the Hydrostatic Release Unit on liferafts.

## ONE, TWO, THREE AND YOU'RE SAFE AT SEA





The following diagram shows how the components operate, separating the liferaft from the connection on the ship.



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