



# **TECHNICAL SPECIFICATION**

## **for G-F4YK type**

### **PARTIALLY ENCLOSED LIFEBOAT**

**GEPA**  
**FIBERGLASS**  
**CO. INC.**  
TUZLA / İSTANBUL / TURKEY

The G-F4YK type GEPA GRP PARTIALLY ENCLOSED LIFEBOATS are designed, constructed and tested according to the requirements of "SOLAS 1974 and Consolidated Edition 1992" Safety of Life at Sea, 1983, 1992 and 1994 Amendments, Chapter III, Regulation 41, 42, 47 and IMO Resolution A 689 (17).

The hand laminated Lifeboats are round bottom type and built according to international standards. The Lifeboat provides good stability and the sea keeping qualities are excellent.

The buoyancy tanks, which are filled with polyurethane foam, are capable to float the Lifeboat in flooded condition.

The hull is moulded in one piece from GRP of fire retardant type.

The body is reinforced at inside hull and thickness is increased on certain places. The stem and stern posts are reinforced against collisions.

The GRP superstructure unit with steering tower aft is also one piece moulding and is bolted to the hull with a watertight joint.

All bolts and fastenings are made watertight, by means of a marine sealant.

A shock absorbing rubber fender runs all around the lifeboat to avoid impact damage.

There are external skates and fenders necessary to facilitate launching down from the side of the ship and prevent damage to the lifeboat.

Nylon loops with wooden hand grips to form life lines are fitted below the rubber fender.

External grabrails fitted to the underside are of stainless steel or hot-dipped galvanised tubing.

Seating surfaces and decks having rough design in order to prevent sliding.

The Helmsman's console incorporates all navigational, engine and steering controls. The dome above has an excellent all round visibility.

The steering system and a stainless steel nozzle rudder around the propeller provide good protection and utmost manoeuvrability. The nozzle rudder also avoids injury to the survivors in the water.

The emergency teller can be mounted in emergency conditions, without use of tools.

The side openings provide fast and easy embarkation and safe retrieval of survivors from the water, as well as easy evacuation to helicopter or ship.

International orange insulated polyvinyl canopies, which are designed to roll down, are permanently attached to the rigid beam along the centre line of the lifeboat secured with between the two GRP end covers.

Stainless steel or marine grade aluminium alloy holds on each side of the openings.

Stainless steel or marine grade aluminium alloy guard rails on superstructure bridge.

Stainless steel or marine grade aluminium alloy fixed light porthole on forward superstructure.

Rowing possibility on each side.

The seats are longitudinal on sides and transversal on centre.

Storage lockers are located in suitable places.

Fresh water and provision tanks are made from GRP.

Automatic drain plugs with screw type bungs and an extra bottom plug.

Electrical and manual bilge pumps are located in appropriate places.

Natural air ventilation system has easily closing possibility.

All mandatory fixed and loose equipment provided in accordance with the Certifying Authority Regulations.

The approved TOR ON LOAD automatic and hydrostatic lock hooks are designed to be able to simultaneously release, when tension in falls, by the helmsman, but hydrostatically secured against accidental release.

The propulsion unit is a 24 HP, closed circuit fresh water, keel cooled, electrical start, approved marine diesel engine, and is solid mounted.

The engine foundation is a hot-dipped galvanised steel frame, which gives permanent and accurate alignment of the propeller shaft.

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The ventilated engine casing made of GRP, which reduces levels of heat and noise can be easily removed in case of emergency.

The exhaust system is isolated and opens to the aft body.

The shaft is made of stainless steel, the stern tube is brass and the propeller is manganese bronze.

The fuel capacity allows continuous operation for 24 hours.

The speed of the lifeboat is minimum 6 knots and according to the rules it is sufficient to provide speeds in excess of 6 knots in calm water.

12 V DC electric system is used on board and all cables and system are complying with the rules.

Batteries, which are capable to work in capsized condition, are installed in a sealed GRP box, secured to the lifeboat and vented to the exterior.

Charge is maintained by an engine driven alternator.

Batteries can be used separately or simultaneously.

Battery charger for connection to ship's supply. Plug fitted. Sufficient inside lights and a top light are installed.

The hull is colour pigmented externally international orange and internally light green.

The dimensions of the lifeboat, capacity, name of the ship and port of registry are marked according to the rules.

Retro Reflective tapes on superstructure and hull.

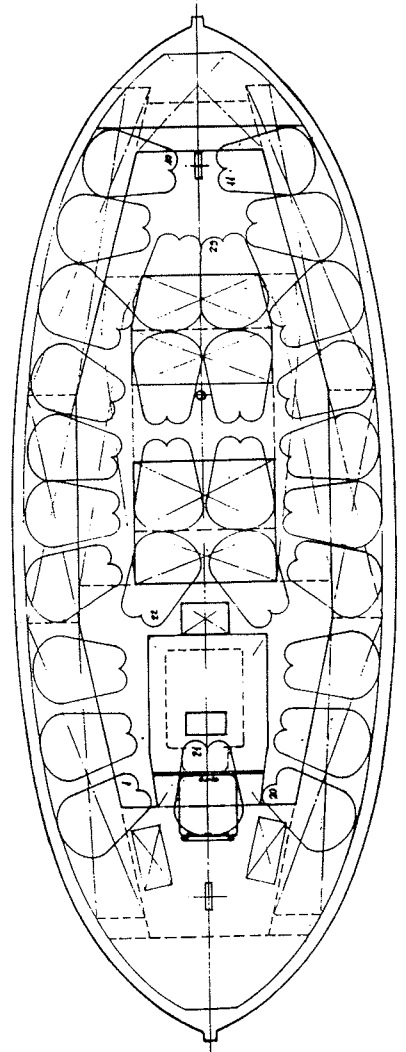
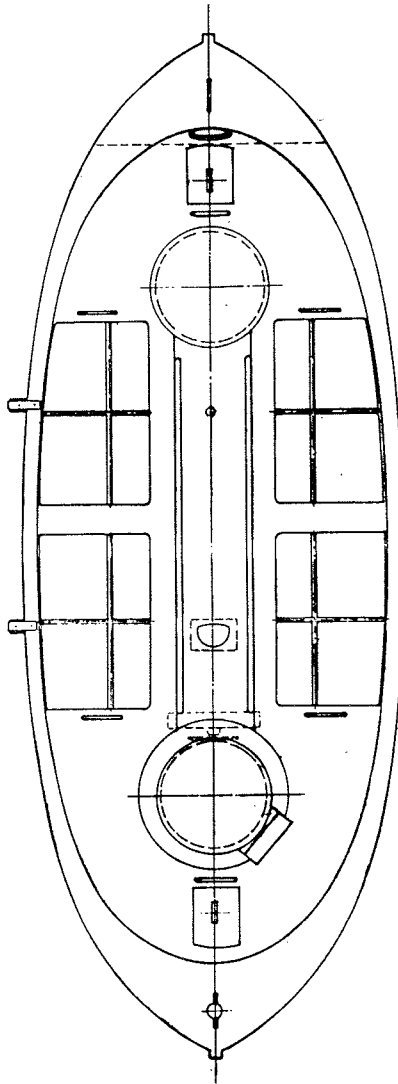
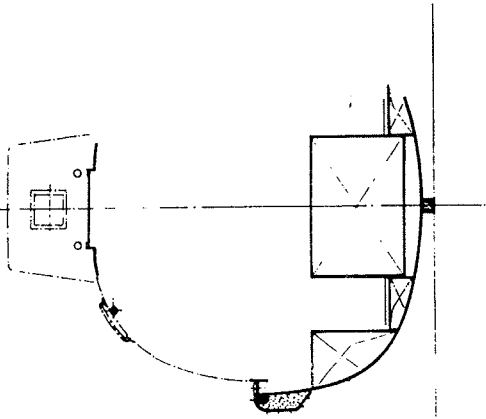
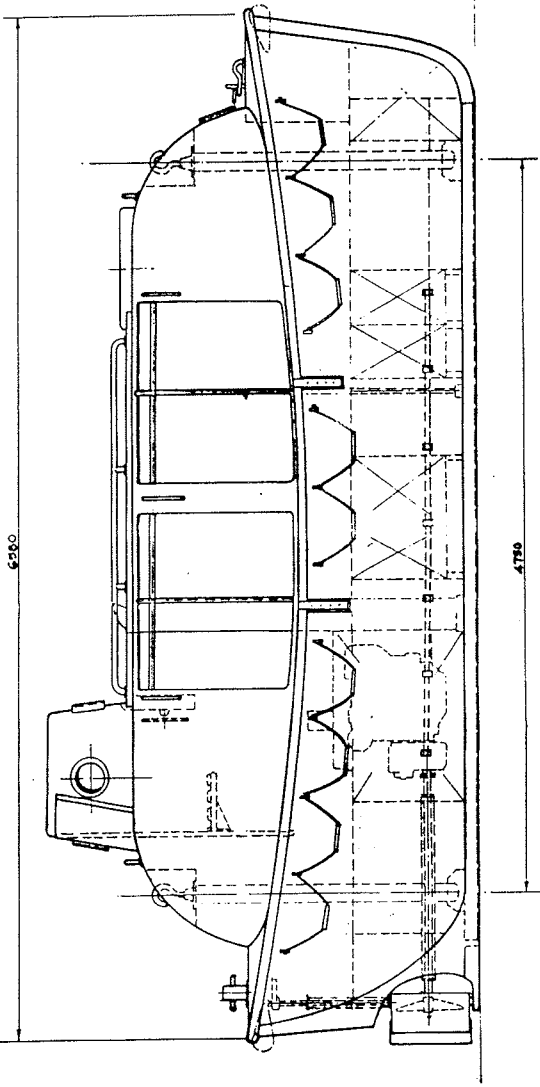
Each lifeboat supplied with operation and maintenance instructions.

**SOLAS INVENTORY LIST**

<b>SOLAS No.</b>	<b>DESCRIPTION OF FITTINGS</b>	<b>PIECE(S)</b>
41.3.3	BOARDING LADDER	1
41.8.1	BUOYANT OARS	2
41.8.2	BOAT HOOKS	2
41.8.3	BUOYANT BAILER	1
41.8.3	BUCKETS	2
41.8.4	SURVIVAL MANUAL	1
41.8.5	COMPASS	1
41.8.6	HAWSER	1
41.8.6	SEA ANCHOR	1
44.6.3.5.2	PAINTERS 15 meters	2
41.8.8	HATCHETS	2
41.8.9	WATERTIGHT RECEPTACLES 3 liters	P/Persons
41.8.10	RUSTPROOF DIPPER WITH LANYARD	1
41.8.11	RUSTPROOF DRINKING VESSEL	1
41.8.16	ELECTRIC TORCH + SPARE BATTERY + BULB	1
41.8.17	DAYLIGHT SIGNALLING MIRROR	1
41.8.18	LIFE SAVING SIGNALS CARD	1
41.8.19	WHISTLE	1
41.8.20	FIRST AID OUTFIT	1
41.8.21	SEASICKNESS BAG	P/Persons
41.8.22	JACK KNIFE	1
41.8.23	TIN OPENERS	3
41.8.24	BUOYANT RESCUE QUILTS	2
41.8.24	30 m. BUOYANT LINE for Quilts	2
41.8.25	MANUAL PUMP	1
41.8.26	FISHING TACKLE	1 Set
41.8.27	SUFFICIENT TOOLS	1 Set
41.8.28	FIRE EXTINGUISHING EQUIPMENT	1
41.8.29	SEARCHLIGHT	1
41.8.30	RADAR REFLECTOR	1

Optional extras are available on request.

These lifeboats can also be used as a Rescue Boat (Reg. 47)



**MAIN DIMENSIONS**

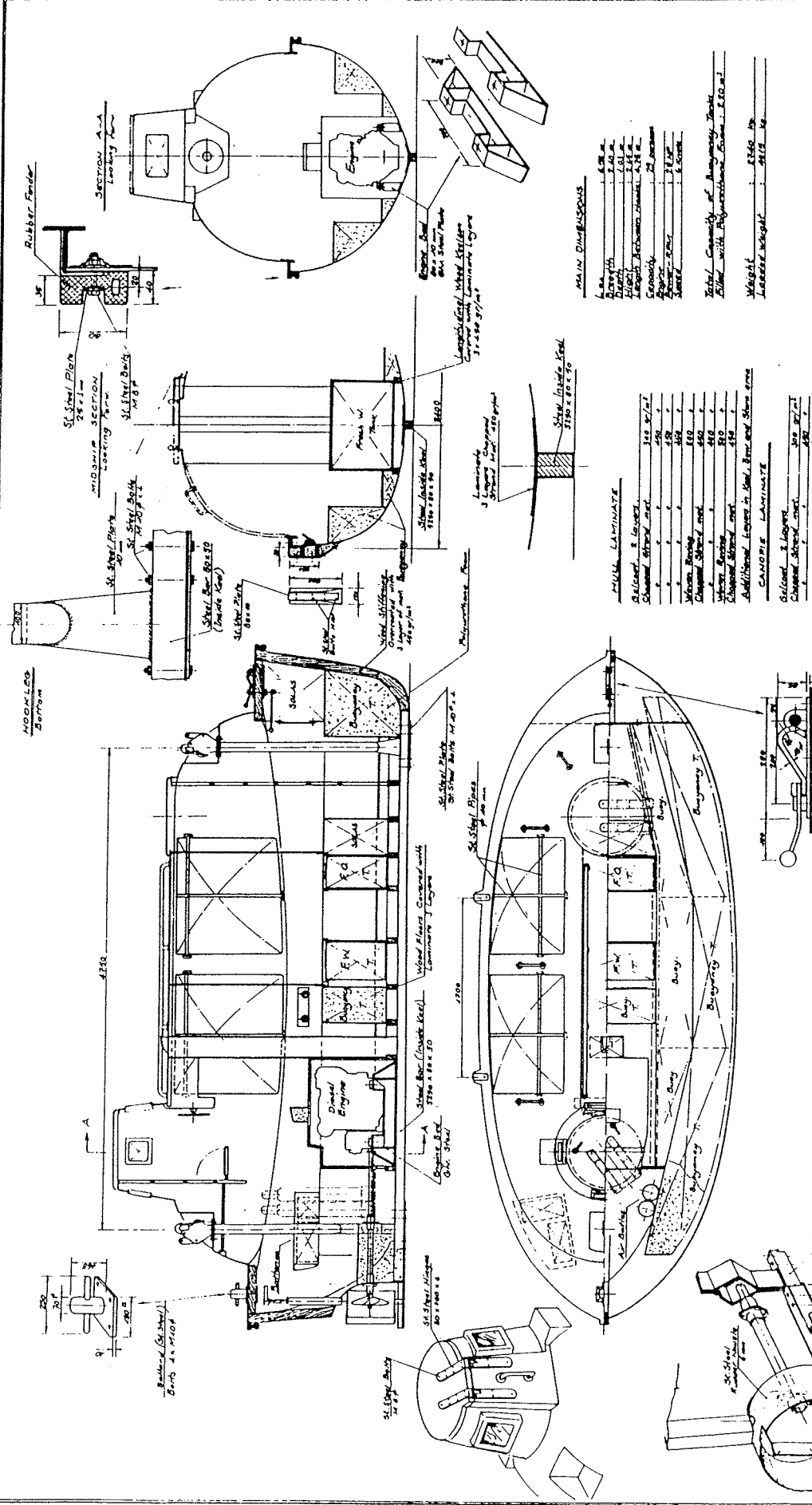
- L o/a : 6.88 m
- Breadth : 2.40 m (1.80 m inc. Tender)
- Depth : 1.03 m
- L Between Heads : 4.78 m
- Capacity : 28 Persons
- Power : 28 BHP
- Speed : 28 BHP - 3000 RPM
- Consumption : 6 Km/lt
- Powering Tanks : 3



**GEPA - FIBERGLAS SAMAYI VE TICARET A.Ş.**  
 Mıncıy Sofak Bay Sokak, Ankara Polise No. 8/a  
 06050 TAKSİMİ-İSTANBUL TÜRKİYE

G-F4YK Type, Partially Enclosed **LIFEBOAT**

DRAWING NO		DRAWING NO	
<b>GENERAL PLAN</b>			
DRAWN BY	Emelgen ERTERİN	OWNER	DATE
DESIGN AND CONT.	Prof. Teoman ÖZALP		
SCALE	CLAS		
	1/20		



**MAIN DIMENSIONS**

Length	13.00 m
Breadth	3.00 m
Depth	1.00 m
Height	2.00 m
Capacity	20 persons
Engine	1 Diesel
Weight	1.500 kg

Total Capacity of Buoyancy Tank  
Filled with Polystyrene Foam: 5.00 m<sup>3</sup>

Weight  
Labeled Weight: 1.500 kg

**G-RAJK Type, Totally Enclosed Lifeboat**

DRAWN BY	G. RAJK
CHECKED BY	
DATE	
OWNER	
CLASS	
SCALE	1/80

**MILL LAMINATE**

Galvanized Steel sheet	100 x 100
Stainless Steel sheet	100 x 100
Aluminum sheet	100 x 100
Wood Plank	100 x 100
Clay Brick	100 x 100
Concrete	100 x 100
Additional layers in Deck, Bulk and Stern area	

**CANDOR LAMINATE**

Galvanized Steel sheet	100 x 100
Stainless Steel sheet	100 x 100
Aluminum sheet	100 x 100
Wood Plank	100 x 100
Clay Brick	100 x 100
Concrete	100 x 100

**SIDE DECK LIFTING DEVICE MECHANISM**

Steel Plate	100 x 100
Steel Bolt	100 x 100
Steel Nut	100 x 100
Steel Washer	100 x 100
Steel Pin	100 x 100
Steel Spring	100 x 100

All wood elements are naturally seasoned with 3 layers of sheetrock and 1 layer of fiberglass mat. (Refer to drawing sheet 1/80)

